

Amended 2024-2025 Unified Planning Work Program

Capital Region Transportation Planning Activities in State Fiscal Year April 1, 2024 – March 31, 2025



Policy Board Approved June 6, 2024



CAPITAL REGION
Transportation
Council

1 Park Place, Suite 101
Albany, New York 12205
Phone: (518) 458-2161
Fax: (518) 729-5764
Email: info@capitalmpo.org
Website: capitalmpo.org

RESOLUTION #24-3

AMENDMENTS TO THE 2024-2025 UNIFIED PLANNING WORK PROGRAM

WHEREAS the Capital Region Transportation Council (Transportation Council) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the Capital District Transportation Management Area (TMA) which includes Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23 U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and

WHEREAS, 23 CFR Section 450.308 and 49 CFR Section 613.100 state that the Unified Planning Work Program (UPWP) shall annually describe all urban transportation and transportation related planning activities anticipated within the Transportation Council's metropolitan planning area from April 1, 2024 through March 31, 2025 regardless of funding sources; and,

WHEREAS, the Transportation Council approved its 2024-2025 UPWP at its March 7, 2024 Policy Board meeting; and

WHEREAS, the Transportation Council staff drafted an amended 2024-2025 UPWP reflecting multiple budget changes, including a reduction by \$10,652 in Section 5303 Metropolitan Planning Program (MPP) funds based on Federal Transit Administration apportionments released for Federal Fiscal Year 2024, summarized in the document attached to this resolution; and

WHEREAS, the Transportation Council revised text related to Task 3.41 Metropolitan Transportation Plan and Task 4.70 Clean Cities as shown in the document attached to this resolution; and

WHEREAS, the Transportation Council Planning Committee reviewed and recommended Policy Board approval of the proposed amended 2024-2025 UPWP at its May 1, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Transportation Council does hereby amend the 2024-2025 UPWP as shown in the attachment to this resolution.

BE IT FURTHER RESOLVED, that the Transportation Council reflected these amendments in in the Amended 2024-2025 UPWP document.

BE IT FURTHER RESOLVED, that the Transportation Council approves the Amended 2024-2025 UPWP for the metropolitan planning area.

BE IT FURTHER RESOLVED, that the Transportation Council authorizes the New York State Department of Transportation to submit the Amended 2024-2025 UPWP to the Federal Highway Administration, the Federal Transit Administration and other pertinent State and Federal agencies, on behalf of the Transportation Council.



Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital Region Transportation Council



June 6, 2024

Disclaimer

Financial assistance for the preparation of this report was provided through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation through the New York State Department of Transportation. The Capital Region Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Title VI and Limited English Proficiency Statement

The Capital Region Transportation Council (Transportation Council) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, gender, age, disability, or economic status, as protected by Title VI of the Civil Rights Act of 1964 and related statutes and regulations. It is also the policy of the Transportation Council to ensure that all programs, policies, and other activities do not have disproportionate adverse effects on minority and low-income populations. Additionally, the Transportation Council will provide meaningful access to services for persons with Limited English Proficiency.

If information is needed in another language, contact 518-458-2161 or send an e-mail to info@capitalmpo.org.

Si se necesita información en otro idioma, llame al teléfono 518-458-2161 o bien enviando un correo electrónico a info@capitalmpo.org.

如欲获得其他语言的相关信息，请联系：518-458-2161 或发送电子邮件至：info@capitalmpo.org。

إذا كنتم بحاجة إلى المعلومات بلغة أخرى، فيُرجى الاتصال على الرقم 518-458-2161.

info@capitalmpo.org، أو عن طريق إرسال رسالة بريد إلكتروني إلى



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Introduction

The Capital Region Transportation Council (Transportation Council) is the Metropolitan Planning Organization (MPO) for Albany, Rensselaer, Saratoga¹ and Schenectady Counties in New York State, hereafter referred to as the Capital Region. Every urbanized area in the United States with a population of at least 50,000 must have a designated MPO to qualify for federal transportation funding programs. MPOs are responsible for leading the regional transportation planning process, providing a forum for State and local officials to discuss transportation issues and to reach consensus on transportation plans and programs of capital projects.

Under federal law, The Transportation Council is required to develop a Unified Planning Work Program (UPWP) describing the region's planning priorities and activities to be carried out within its planning area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The 2024-2025 UPWP covers the state fiscal year beginning April 1, 2024 and ending March 31, 2025.

About the Transportation Council

The Transportation Council is the designated MPO for the Capital Region metropolitan planning area (Map 1) and supports a transportation planning process that is cooperative, collaborative, and technically sound. Its planning work is comprehensive in nature and oriented to preserving transportation infrastructure, providing mobility options, and developing a resilient and sustainable transportation system. This work is undertaken in cooperation with state agencies, regional organizations, and local governments, especially the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), through a Policy Board and a Planning Committee.

Transportation Council Structure

The highest decision-making body of the Transportation Council is its Policy Board, comprised of 25 voting members including local elected officials (or their designees) from four counties (two seats per county), eight cities, three towns and villages (two of which rotate annually), and officials and transportation agency representatives from the New York State Department of Transportation, the Capital District Transportation Authority, the Capital District Regional Planning Commission, the New York State Thruway Authority, the Albany Port District

¹ The Town of Moreau and the Village of South Glens Falls in Saratoga County are part of the Adirondack/Glens Falls Transportation Council.

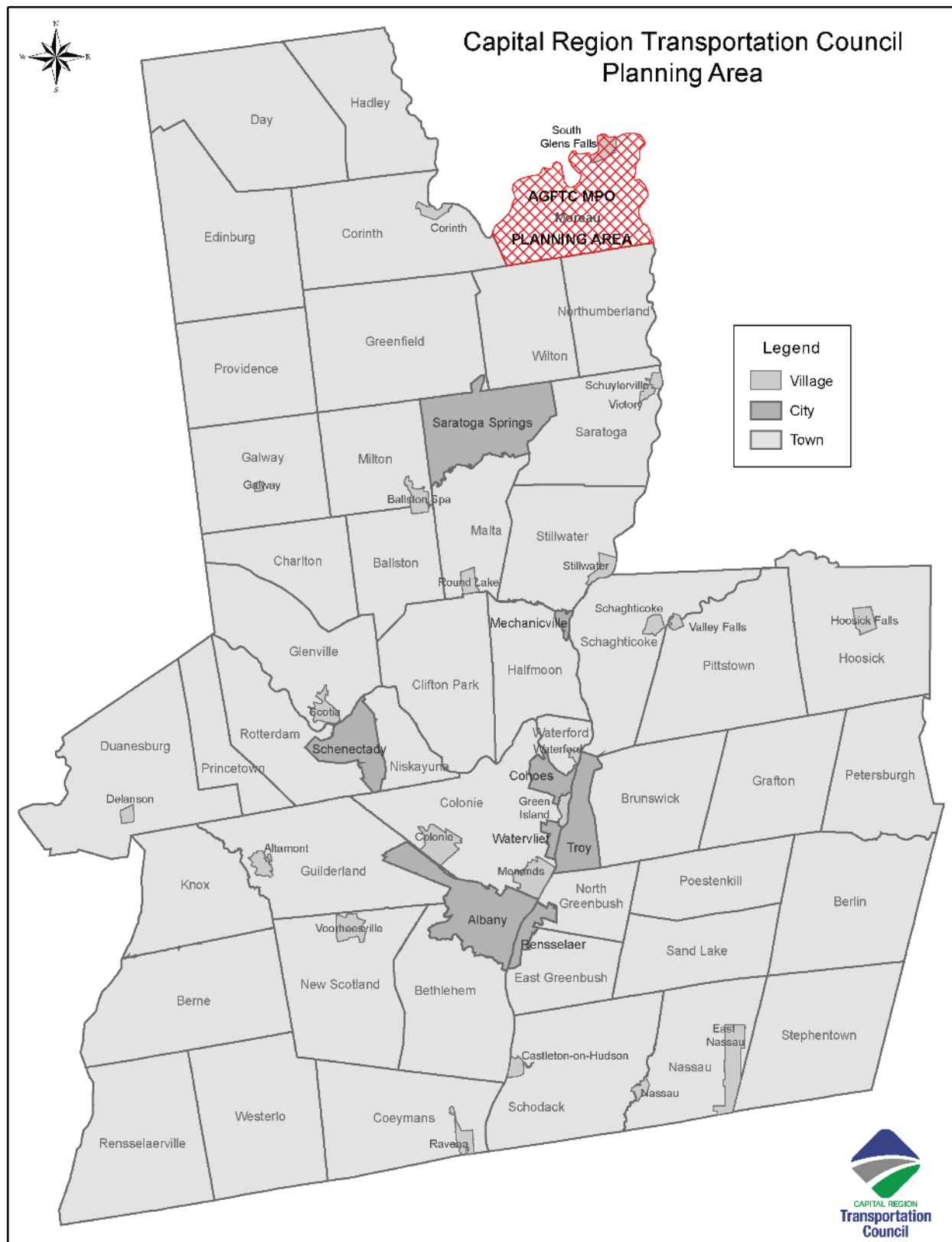
Commission, and the Albany County Airport Authority. Table 1 lists all the voting and advisory Policy Board members. Policy Board members are encouraged to bring forth issues and concerns at any time as they are expected to be active participants in the planning process.

Table 1 Transportation Council Policy Board Members

Member Organization/Community	Representative as of April 1, 2024
Albany County	Daniel P. McCoy, Albany County Executive
	Joanne Cunningham, Chair, Albany County Legislature
City of Albany	Kathy M. Sheehan, Mayor (Chair)
Albany County Airport Authority	Philip F. Calderone, Esq., CEO
Albany Port District Commission	Patrick K. Jordan, Esq.
Capital District Regional Planning Commission	Lawrence Schillinger, Esq., CDRPC Chair
Capital District Transportation Authority	Carm Basile, CEO (Vice Chair)
City of Cohoes	William T. Keeler, Mayor
Town of Colonie	Peter Crummey, Supervisor
Town of Coeymans	Stephen Donnelly, Supervisor
Federal Highway Administration*	Richard J. Marquis, Albany Division Administrator
Federal Transit Administration*	Michael Culotta, Regional Administrator
City of Mechanicville	Michael Butler, Mayor
NYS Department of Transportation – Region 1	Michael Arthur, Regional Director
NYS Thruway Authority	Phil Serafino, Albany Division Director
City of Rensselaer	Michael E. Stammel, Mayor
Rensselaer County	Steven McLaughlin, Rensselaer County Executive
	Kelly Hoffman, Chair, Rensselaer County Legislature
Saratoga County	Philip C. Barrett, Chair, Saratoga County Board of Supervisors
	Tom Werner, Saratoga County
City of Saratoga Springs	John Safford, Mayor
Village of Schaghticoke	Scott Rice, Mayor
City of Schenectady	Gary McCarthy, Mayor
Schenectady County	Gary Hughes, Chair, Schenectady County Legislature
	Rory Fluman, Schenectady County Manager
City of Troy	Carmella Mantello, Mayor
City of Watervliet	Charles V. Patricelli, Mayor

* Advisory or non-voting member.

Map 1 – Capital Region Transportation Council Metropolitan Planning Area



Much of the work necessary to develop recommendations about plans and programs for Policy Board review and approval is delegated to the Transportation Council's Planning Committee. The Planning Committee is largely composed of technical counterparts (i.e., city engineers, planning directors, etc.) to the Policy Board members (i.e., Mayors, Supervisors, etc.). The Planning Committee provides input and direction to planning efforts, develops recommendations for action by the Policy Board and has the delegated authority to approve small-scale changes to the Transportation Council's work program or to the Transportation Improvement Program.

Federal Requirements

Under Federal law, the Transportation Council is required to develop three major products in support of the metropolitan transportation planning process:

1. Metropolitan Transportation Plan (MTP) – The MTP, also referred to as the long range regional transportation plan, establishes investment policies and principles that guide the Transportation Council's decision-making and activities for a planning horizon of no less than 20 years. The MTP is updated every five years and the Transportation Council's current MTP is known as New Visions 2050.
2. Unified Planning Work Program (UPWP) – The UPWP is a one year program of planning activities to be undertaken by the Transportation Council that includes budgets by task.
3. Transportation Improvement Program (TIP) – The TIP is the Transportation Council's five-year capital program of transportation projects updated every three years.

Additional information about the Transportation Council's structure and operations is available in the [Reference Guide to the Capital Region Transportation Council](#).

Development of the UPWP

The UPWP identifies transportation planning activities that are to be undertaken in the Capital Region to further develop the policies and recommendations contained in New Visions 2050. At minimum, the UPWP includes a description of each task, the resulting products and who the work will be performed by (i.e., Transportation Council staff, consultant, etc.). The time frames for completing each task are also identified along with costs and fund sources. The Transportation Council's UPWP also includes resources for staff support for the New York State Association of Metropolitan Planning Organizations (NYSAMPO) activities and the US Department of Energy's Clean Cities Coalition.

This UPWP has been prepared for state fiscal year 2024-2025 (beginning April 1, 2024 and ending March 31, 2025). Preparing the UPWP annually allows the Transportation Council to be

more responsive to the region's transportation planning needs and to adjust to changes in federal and state transportation policy. The Infrastructure and Investment Jobs Act (IIJA), also known as the Bipartisan Infrastructure law (or BIL), enacted on November 15, 2021 added additional planning funds and planning requirements that the Transportation Council addresses in this document. It should be noted that FHWA and FTA are expected to issue additional guidance related to programs in the BIL and New York State will continue to coordinate with the Transportation Council and NYSAMPO on implementation of BIL requirements. Amendments to this UPWP may be required.

Development of this UPWP began with Transportation Council staff preparing work plans for on-going or in progress tasks from the previous 2023-2024 UPWP. A call for community planning initiatives, technical assistance, and complete streets workshops was also issued by the Transportation Council in October 2023. Five proposals were submitted for consideration by the December 1, 2023 deadline. The project evaluation recommendations as well as the staff work plans were incorporated into a draft UPWP and reviewed with the Planning Committee at its February 7, 2024 meeting. The Planning Committee approved the draft UPWP for public review.

Public Review Process

The public review process began with a press release on February 8, 2024 announcing the availability of the Draft UPWP document and a Summary document for Public Review on the Transportation Council's website. The Public Review Summary discussed what the UPWP is, how it was developed, what general planning tasks were included, the proposed budgets, and highlighted the major planning tasks. The summary was translated into three "Safe Harbor" languages, Spanish, Chinese, and Arabic. The public was invited to provide feedback at a virtual public meeting, during an in person Open House, through a brief online survey, and by emailing, mailing, or calling the Transportation Council with comments. The comment deadline was March 7, 2024.

Links to the UPWP materials were provided to the public via social media, the Transportation Council's newsletter, and through emails sent to the Transportation Council's Policy Board, Planning Committee, and Advisory Committees. Additionally, several social media campaigns were created to educate the public about what an MPO is, what the UPWP is, promote UPWP events, and inform the public as to how to submit comments.

The virtual UPWP public meeting was held on February 13, 2024. Ten individuals participated in the meeting and an American Sign Language interpreter was provided at the request of an attendee. A link to the recording of the meeting was provided on the Transportation Council's website for future viewing. The public open house was held at the Transportation Council's office on February 27, 2024 with one person attending.

The public survey for the UPWP attempted to gauge the public's transportation planning priorities for the region. Since opening the survey on February 8th, twelve (12) responses were received. The top priorities of respondents included 1) building sidewalks, bike lanes, and trails to make it easier to walk, bike, and roll, 2) fixing intersections and roads to be safer, and 3) fixing roads and bridges to a state of good repair. Respondents were split on favoring larger, more complex planning work in the UPWP versus more narrow, quicker planning work but nearly all of the respondents (11 out of 12) noted a combination of both was important. Respondents were similarly split on prioritizing region wide planning work versus local planning assistance.

A summary of public comments received as well as the Transportation Council's responses is available in Appendix B

The Transportation Council also consulted with the Delaware Tribe, Stockbridge-Munsee Community Band of Mohican Indians, and the Saint Regis Mohawk Tribe as well as the Federal Land Management Agency (FLMA), the Watervliet Arsenal, the National Laboratory and the Saratoga Battlefield/National Park Service. At the time of UPWP adoption, there were no comments from these entities.

Federal Planning Emphasis Areas (PEAs)

Planning Emphasis Areas are United States Department of Transportation (USDOT) priorities and have been reflected in the UPWP. A discussion as to how each emphasis area was considered in the UPWP is provided in Table 2.

Table 2 Federal Planning Emphasis Areas

Planning Emphasis Area	UPWP Task(s)	How the Emphasis Area was Considered
(1) Tackling the Climate Crisis – Transition to Clean Energy, Resilient Future	3.21 Climate Change Planning; 4.70 Clean Cities	Develop a Carbon Reduction Strategy and Comprehensive Climate Action Plan with CDRPC for the Capital Region. Provide education and outreach related to zero emission vehicles and infrastructure.
(2) Equity and Justice40	1.66 Equity and Nondiscrimination 6.16 Safety Planning	Restart the Equity Advisory Committee and the Safe Streets and Roads for All Vision Zero Safety Action Plan will be undertaken in Justice40 communities.
(3) Complete Streets	4.17 Complete Streets	Assist communities in the planning and implementation of Complete Streets through the provision of training, the encouragement of complete streets policy adoption, and promotion of the Transportation Council's Complete Streets Design Guide.
(4) Public Involvement	1.70 Public Participation	Implement the 2024 Public Participation Plan which sets a goal of having continuous, thorough, inclusive, and effective public participation throughout all Transportation Council planning work.
(5) Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination	1.70 Public Participation; 3.41 Metropolitan Transportation Plan	The Transportation Council intends to continue its consultation efforts with the National Laboratory and the Watervliet Arsenal.
(6) Federal Land Management Agency (FLMA) Coordination	1.70 Public Participation; 3.41 Metropolitan Transportation Plan	The Transportation Council intends to continue its consultation efforts with the Saratoga National Historic Park and will meet with the Native Nations to coordinate and consult on transportation planning activities in the region.
(7) Planning and Environment Linkage (PEL)	5.61 TIP Project Development Support	Transportation Council staff will coordinate and provide technical support to NYSDOT on the Reimagine I-787 PEL study and with Schenectady County on its PEL study related to the I-890 Exit 4C State Street/Washington Avenue area.
(8) Data in Transportation Planning	2.25 Transportation Data Collection and Analysis; 3.11 STEP Model Development and Maintenance	The Transportation Council will support an ongoing, consultant led transportation data collection contract that includes motor vehicle, bicycle, and pedestrian counts. Staff will continue to use Replica data in its planning work and will assess its use as a tool for capturing household travel patterns.

Federal Planning Requirements

The Transportation Council is required to address ten planning factors through a continuous, cooperative, and comprehensive metropolitan transportation planning process. The ten planning factors were established in the Fixing America's Surface Transportation (FAST) Act of 2015 and were reaffirmed in the 2021 Bipartisan Infrastructure Law (BIL). The ten planning factors and related UPWP tasks that address each factor are provided in Table 3.

Table 3 Federal Planning Factors

Federal Planning Factor	UPWP Tasks
(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	3.31 Infrastructure Planning 3.51 Performance-Based Planning 4.21 Freight Planning
(2) Increase the safety of the transportation system for motorized and non-motorized users	4.17 Complete Streets 4.67 Active Transportation Planning 6.16 Safety Planning
(3) Increase the security of the transportation system for motorized and non-motorized users	3.21 Climate Change Planning 3.22 Regional Operations and Congestion Management
(4) Increase accessibility and mobility of people and freight	4.21 Freight Planning 6.12 Human Services Transportation Coordination 6.14 Transportation Demand Management Initiatives
(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	1.66 Equity and Nondiscrimination 3.21 Climate Change Planning 3.41 Metropolitan Transportation Plan
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	3.41 Metropolitan Transportation Plan 4.17 Complete Streets 6.13 Transit Planning
(7) Promote efficient system management and operation	3.11 STEP Model Development and Maintenance 3.22 Regional Operations and Congestion Management
(8) Emphasize the preservation of the existing transportation system	3.31 Infrastructure Planning 3.51 Performance-Based Planning
(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	3.21 Climate Change Planning 3.22 Regional Operations and Congestion Management
(10) Enhance travel and tourism	3.41 Metropolitan Transportation Plan 4.17 Complete Streets 4.67 Active Transportation Planning

UPWP Planning Priorities for the Capital Region

The Transportation Council adopted its New Visions 2050 Metropolitan Transportation Plan on September 3, 2020. New Visions 2050 supports keeping the region's highways and bridges in good condition, providing high quality transit service through continued investment in Bus Rapid Transit, and building Complete Streets. Implementation of New Visions 2050 requires coordination with state agencies, regional organizations and local governments. The UPWP allows the region to undertake planning that supports New Visions 2050 priorities. The following describes the region's planning priorities and their relationship to tasks in the UPWP.

- **Invest in a Quality Region** – A quality region considers health, the economy, and the environment within an overall framework of land use planning and transportation policies. Creating and sustaining a quality region is central to the direction of New Visions 2050 toward urban investment, concentrated development patterns, and smart economic growth. Related UPWP task(s):
 - 7.21, 7.22, 7.23, 7.24, 7.25, and 7.26, and new tasks 7.89 and 7.90. These planning studies are part of the Transportation Council's Community Planning/Linkage Program. UPWP funds are provided to local governments for strategic community-based plans that integrate land use and transportation planning. This work is undertaken by consultants.
- **Make Investments Regionally Equitable** – Transportation investments will address all needs fairly and equally. Funding for appropriate repair, replacement and reconstruction will be based on the function and condition of the facility – not ownership. Related UPWP task(s):
 - 5.01 Transportation Improvement Program (TIP) includes a TIP Task Force created to review and updated the Transportation Council's TIP development and amendment practices, modernize and refine the project evaluation process, and explore options to better connect available funding to infrastructure needs based on functional classification and condition.
- **Support Economic Development** – Transportation is critical to the region's economy. New Visions articulates the transportation investment needed for sustainable regional economic growth. Related UPWP task(s):
 - 2.28 Census and Capital Region Indicators – The Transportation Council and CDRPC will continue to partner on the maintenance and update of the Capital Region Indicators website, providing census and other data for use in marketing the region for economic development initiatives.
 - 3.41 Metropolitan Transportation Plan – Coordination with the Capital Region Economic Development Council, the Capital Region Chamber of Commerce and other groups will ensure that the new metropolitan transportation plan considers

and incorporates the region's economic development priorities that have evolved since the 2020 adoption of New Visions 2050.

- **Preserve and Manage the Transportation System** – Transportation funding must be sufficient to both repair and sometimes replace our highway, bridge, and transit infrastructure. Related UPWP task(s):
 - 3.31 Infrastructure Planning – In conjunction with Task 6.17 Resilience and Security Planning, develop a scope of work for a Resiliency Improvement Plan that includes a regional infrastructure vulnerability assessment.
 - 3.41 Metropolitan Transportation Plan – Hire a consultant to develop revenue projections, prepare infrastructure condition forecasts and repair cost estimates of local federal aid roadways, and prepare a financial plan for the Metropolitan Transportation Plan.
- **Maintain Travel Reliability** – Reliable traffic flow is more important than reducing congestion as traffic congestion is often a sign of an area's economic vitality. Related UPWP task(s):
 - 3.22 Regional Operations and Congestion Management – Update traffic forecasts and strategy recommendations for Congestion Management Process identified corridors.
 - 3.51 Performance-Based Planning – Transportation Council staff will continue to collect and analyze data to measure the performance of Transportation Council's Metropolitan Transportation Plan and will explore the development of an online dashboard to share performance measure data.
- **Invest in Safety** – Our region will move toward eliminating transportation related deaths and serious injuries by 2050. Related UPWP task(s):
 - 6.16 Safety Planning – The Transportation Council will administer a federal Safe Streets and Roads for All grant to develop a regional Vision Zero Safety Action Plan.
- **Invest in Security** – Protection of critical infrastructure from natural disasters, acts of terrorism and cyber-attacks are of increasing concern. Scenario planning and computer modeling will support regional security planning efforts. Related UPWP task(s):
 - 6.17 Resilience and Security Planning – The Transportation Council staff will support the development of the NYS Resiliency Plan, provide technical assistance to local, regional, and state agencies on emergency route planning and gap analysis of the regional transportation network, as needed, and will coordinate with local, state, and federal agencies on hazard mitigation initiatives and resiliency planning.

- **Invest in Complete Streets** – Street design will serve all users equitably, including pedestrians, bicyclists, transit riders, freight and personal vehicle drivers and riders. Related UPWP task(s):
 - 4.17 Complete Streets – The Transportation Council staff will develop resources to highlight existing and support additional Complete Streets projects by sharing success stories in the region, marketing the Complete Streets Design Guide, and encouraging Complete Streets policy adoption and design best practices.
- **Encourage Bicycle and Pedestrian Travel** – Bicycle and pedestrian improvements will be considered from the perspective of developing a system. A regional system of sidewalks, bicycle facilities, and multi-use trails will encourage safe bicycle and pedestrian use. Related UPWP task(s):
 - 4.67 Active Transportation Planning – Transportation Council staff will support and maintain the Active Transportation Advisory Committee, monitor and record progress toward developing a regional active transportation network and will coordinate with communities on the implementation of the Capital District Trails Plan.
- **Invest in Transit and Provide Essential Mobility for All** – Innovative and viable transportation services support concentrated development by providing equitable access to reliable and affordable transportation. Related UPWP task(s):
 - 6.12 Human Services Transportation Coordination – Transportation Council staff will host a Tools of the Trade Workshop in support of its Coordinated Public Transit-Human Services Plan and will convene the Human Services Transportation Advisory Committee.
 - 6.13 Transit Planning – Transportation Council staff will support CDTA on the development of the Bus Rapid Transit Expansion Study, the Route Planning for System Expansion and Improvement Project, and the Transit Development Plan (TDP).
- **Prioritize Affordable and Convenient Travel Options** – Regional efforts will prioritize affordable and convenient travel options and programs that encourage behavioral shifts away from single occupancy vehicle (SOV) travel and help balance the transportation system among driving, bicycling, walking, transit, carpooling, vanpooling, and telework. Related UPWP task(s):
 - 6.14 Transportation Demand Management Initiatives – Transportation Council staff will administer a Driver Mode Shift Survey to identify factors that motivate drivers' mode choices and under what circumstances those choices may shift in addition to maintaining the 511NY Rideshare Capital Moves website and assisting with the administration of the Guaranteed Ride Home program.
- **Move Freight Efficiently** – The Transportation Council's planning efforts will embrace freight's key contributions to regional prosperity, while also trying to mitigate the

negative impacts of all modes of freight movement on local communities. Maintaining the health and improving the efficiency of freight facilities in the region through public/private partnerships is a high priority. Related UPWP task(s):

- 4.21 Freight Planning – Transportation Council staff will facilitate quarterly Freight Advisory Committee (FAC) meetings, participate in the development of the New York State Freight Transportation Plan update and update and develop new freight data for regional freight facilities and activity, as available.
- **Preserve the Environment** – Transportation investments must improve or preserve the region’s cultural and natural environment, must not encourage development in environmentally sensitive areas and must help preserve rural character. Transportation investments will support alternative fuel vehicles and greenhouse gas reduction. Related UPWP task(s):
 - 3.21 Climate Change Planning – In coordination with Task 4.70 Clean Cities, the Transportation Council will support CDRPC’s U.S. Environmental Protection Agency (USEPA) Climate Pollution Reduction Grant to develop a Comprehensive Climate Action Plan for the region and will support NYSDOT implementation of the NYS Carbon Reduction Plan.
 - 4.70 Clean Cities – The Transportation Council continues to host the Capital District Clean Communities Coalition, funded through the US Department of Energy (USDOE) Clean Cities program to promote the use of alternative fuel vehicles in the Capital Region.
- **Leverage Technology** – Plan for advancements in technology, such as self-driving cars, self-adjusting traffic signals, smart phone applications, and shared mobility that will have tremendous and wide-reaching impacts on future transportation. Related UPWP task(s):
 - 3.22 Regional Operations and Congestion Management – Transportation Council staff will facilitate the Regional Operations and Safety Advisory Committee (ROSAC) to discuss and coordinate operations and safety initiatives, share best practices, and plan for the implementation of ITS, incident management, congestion management, and safety. Discussions regarding the feasibility of a traffic signal concept of operations plan will be facilitated as well.

New UPWP Tasks

All but two of the planning tasks included in the 2024-2025 UPWP are on-going or carryover activities from the previous UPWP. The two new planning tasks and their relationship to the planning priorities in New Visions 2050, the metropolitan transportation plan, are:

7.89 Halfmoon/Clifton Park County Route 109 Corridor Study:

- Purpose: To prepare a Corridor Study of a 4.7-mile stretch of County Route 109 from NYS Route 146A to Highview Way to evaluate Complete Streets and concepts to provide walking and potential bicycle facilities in the corridor and create connections between neighborhoods recently developed along the Farm to Market Road.
- Relationship to Federal Planning Factors: Supports Planning Factors 2 (Improve Safety), 3 (Increase Security), 4 (Increase Accessibility), and 6 (Enhance Transportation System Integration and Connectivity).
- Relationship to New Visions 2050 priorities: Supports investing in a Quality Region, Investing in Complete Streets and Investing in Safety.

7.90 Niskayuna Complete Streets Study NYS Route 7:

- Purpose: To prepare a Niskayuna NYS Route 7 Complete Streets study that assesses complete streets treatments on NYS Route 7 between the Town's border with the City of Schenectady and the Town of Colonie.
- Relationship to Federal Planning Factors: Supports Planning Factors 2 (Improve Safety), 3 (Increase Security), 4 (Increase Accessibility), and 6 (Enhance Transportation System Integration and Connectivity).
- Relationship to New Visions 2050 priorities: Supports investing in a Quality Region, Investing in Complete Streets, and Investing in Safety.

Key Accomplishments of the 2023-2024 UPWP

The Transportation Council's 2023-2024 UPWP focused on implementing the recommendations of the New Visions 2050 Plan. Key accomplishments include:

Transportation Improvement Program (TIP) – A TIP Task Force was initiated to engage Planning Committee members in discussions on how the TIP update process and TIP management procedures can be improved. A TIP Policy Document was developed and approved by the Transportation Council Policy Board in September 2023. Staff used the policy document to prepare updated TIP amendment procedures, begin assessing the Benefit/Cost and Merit Evaluation criteria, and begin assessing the project categories used in project programming.

New Visions 2050 – Metropolitan Transportation Plan – Transportation Council staff developed a scope of work and Public Involvement Plan to develop a new Metropolitan Transportation Plan (MTP), due September 2025. A consultant developed a website, brand, and logo for the MTP to be known as In Motion: The Plan to 2050. A Regional Trends StoryMap was also prepared and public involvement began in early 2024. Implement the existing New Visions 2050 plan continued through UPWP programs and planning activities.

ADA Transition Plans – Transition Plans in the Village of Ballston Spa, the City of Troy, and the Town of Guilderland were completed.

Active Transportation Planning – Staff prepared and launched a Regional Paved Multi-Use Trails Map, an interactive map available on the Transportation Council’s website. A palm card was prepared to promote the map and share a QR Code so users could access the map from a smartphone or personal computer.

Transportation Council/CDRPC Technical Assistance Program – The following Technical Assistance projects were completed:

- City of Saratoga Springs Truck Traffic Data Collection
- City of Mechanicville Depot Square project
- Trail counts for Albany County were completed, including a technical memorandum containing a profile of the Albany County Rail-Trail and its use.

Clean Cities – Transportation Council staff coordinated the Capital District Clean Communities Coalition, supported the Capital Region Mobility Hubs Project by conducting a survey, and participated in the City of Schenectady National Drive Electric Week event.

Community Planning/Linkage Program Studies – The Transportation Council staff provided technical assistance to NYSDOT for the Reimagine 787 Planning and Environmental Linkages (PEL) study and the NY 378 Bridge PEL study. The following community planning studies were substantially completed:

- East and North Greenbush Route 4 Corridor Study: Inter-Municipal Update
- Town of Brunswick Hoosick Road Corridor Study
- Sand Creek Road Complete Streets Feasibility Study
- City of Schenectady Albany and Crane Streets Linkage Study

The following planning studies were initiated:

- Voorheesville All Access Complete Streets Feasibility Study
- Broadway Flood Resilient Multi-Modal Corridor Study
- Castleton Complete Streets & Connections Plan
- Central Avenue West Corridor Study
- Curry Road & Guilderland Avenue Multi-Modal Study
- Milton Town Center Plan Update

Complete Streets – The Capital Region Complete Streets Design Guide was distributed, an RFP for consultant assistance to conduct municipal Complete Streets workshops and trainings was released, and usage data was collected at locations of upcoming infrastructure projects that will include significant complete streets elements.

Data Collection – Through an on-demand consultant contract, traffic volume (AADT) data, intersection turning moving counts, vehicle classification counts, and bicycle and pedestrian count data were collected. The Transportation Council’s databases and mileage inventories for trails, sidewalks and bicycle infrastructure were updated.

Equity, Environmental Justice and Title VI – The Transportation Council’s Title VI assurances and Limited English Proficiency Plan were updated. An internal “Building Skills for a Culture of Accountability to Diversity, Equity, and Inclusion (DEI)” workshop was held and a summary report was developed.

Freight – The Regional Truck Parking Study was completed and Transportation Council staff participated in the NYS Bridge Strike Task Force and in the development of the NYS Freight Transportation Plan.

Infrastructure – A project solicitation, evaluation, and programming process for bridges related to the NYS 2023 Bridge NY program was conducted. An Asset Management Plan was completed using a consultant for the Town of Hoosick.

Public Participation – A new Public Participation Plan for the Transportation Council was prepared and adopted.

Regional Travel Demand Model – The Transportation Council’s Systematic Transportation Evaluation and Planning (STEP) model was used to develop future year PM peak hour background traffic assumptions and to analyze the impacts of temporary road closures for projects in communities throughout the Capital Region. A copy of the STEP model was provided to the consultant developing the Reimagine I-787 study to create a 787 model.

Regional Operations and Congestion Management – A new Congestion Management Process for the Capital Region was prepared and adopted.

Regional Signal Timing Program – A consultant led study to develop and field implement optimized signal timing plans in the Cities of Albany, Schenectady, and Troy was substantially completed.

Safety – Through a Request for Proposals, a consultant was selected and a contract was executed to prepare a Regional Vision Zero Safety Action Plan funded through the Safe Streets and Roads for All program. The NYSDOT Crash Location Engineering and Analysis Repository Crash Data Viewer was utilized to retrieve data for local agencies and local planning studies.

Transit and Human Service Agency Transportation – The NYSAMPO Shared Transit Service Planning and Analytics Initiative was completed. Transportation Council staff participated in the development of CDTA’s Transit Development Plan and Bus Rapid Transit Expansion Study. An update of the Coordinated Public Transit-Human Services Transportation Plan was completed.

Transportation Demand Management – Transportation Council staff completed an update of regional park and ride lot data for the 511NY Rideshare Capital Moves website. A Request for Proposals for a Driver Mode Shift Survey for the Capital Region was developed and staff worked with a vendor to organize a Bike to Work event in the City of Albany.

Proposed 2024-2025 UPWP Budget

The primary sources of federal planning funds supporting UPWP activities are FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. The Transportation Council's estimated allocation of PL and MPP funds for fiscal year 2024-2025 are \$2,462,064 and \$462,583, respectively. The Transportation Council's allocation for the Safe and Accessible Transportation Options Metropolitan Planning Set-Aside (PL Set-Aside: Complete Streets) for complete streets planning work is \$53,569 for federal fiscal year 2024 in addition to a carryover balance of \$79,640. The UPWP assigned over \$1,400,000 in PL funds to Transportation Council administered consultant contracts and \$183,000 in pass through PL funds to support CDRPC efforts, matched with \$61,000 in local CDRPC cash. In addition, the Transportation Council will administer a \$1.15 M Safe Streets and Roads for All Program grant through the Federal Highway Administration.

The detailed proposed UPWP budget estimate, containing all federal, state, and local fund sources, is shown in Appendix A: Financial Tables (funding estimates are subject to change). A summary is provided in Table 4.

The New York State Department of Transportation (NYSDOT) Statewide Planning and Research (SPR) activities that directly pertain to the Capital Region are described in the text of the UPWP but are not shown in the financial tables. A list of SPR projects that pertain to the region is available on page 60 of this UPWP.

The Transportation Council's federal aid program is primarily matched by NYSDOT Toll Credits, valued at over \$300,000. Additional non-federal sources of funding supporting the Transportation Council's planning activities include Local In-Kind and cash contributions which are collected to not only meet the Transportation Council's local match requirements on federal transportation planning funds but are also used to leverage staff resources to expand the scope of the Transportation Council's planning program.

Table 4: 2024-2025 UPWP Budget Estimate Summary**
(See Appendix A, Table 1 for details) (as of March 7, 2024)

Fund Source	Federal	State	Local	Total
2024-2025 FHWA Metropolitan Planning (PL)	\$2,462,064			\$2,462,064
CDRPC FHWA Metropolitan Planning (PL)	\$183,000		\$61,000	\$244,000
FHWA PL SCI*	\$200,000			\$200,000
FHWA Metropolitan Planning (PL) Carryover	\$475,000			\$475,000
PL Set-Aside: Complete Streets	\$133,209			\$133,209
FHWA SPR	\$80,000	\$20,000		\$100,000
FTA X034	\$462,583			\$462,583
FTA X033	\$50,000			\$50,000
STBGP-Flex Funds	\$108,000	\$27,000		\$135,000
Local Agreements & Cash contributions			\$438,700	\$438,700
Local In-Kind			\$144,750	\$144,750
USDOE	\$130,040			\$130,040
SS4A: Safe Streets & Roads for All	\$1,150,000	\$40,300	\$247,700	\$1,438,000
Total	\$5,433,896	\$87,300	\$892,150	\$6,413,346

*\$50,000 is dedicated to the Syracuse Metropolitan Transportation Council (SMTTC) for New York State Association of Metropolitan Planning Organizations conference planning as a Shared Cost Initiative (SCI).

**This table does not include State match from In-Kind Services or Toll Credits.

FHWA PL Carryover Plan

The Transportation Council's budgeting strategy is to assign all available federal transportation funds to planning tasks along with any fund balances (carryover) from prior years. Carryover balances occur when programmed activities are not completed or expenditures are not made in a given fiscal year. The Transportation Council estimates a roughly \$475,000 carryover balance from the prior UPWP, largely from consultant activities that were not completed or initiated in the last UPWP. To continue to spend down this carryover balance, the Transportation Council will adjust personnel, overhead, consultant, and pass-through costs.

1. **Personnel costs.** The Transportation Council has hired one additional staff member in January 2024 that will increase expenditures in state fiscal year 2024-2025. While salary increases related to cost of living and merit increases will also increase spending, these adjustments must remain modest year to year to maintain some 'rainy day' fund reserve.
2. **Overhead costs.** The Transportation Council's overhead costs are kept lower than other organizations due to its public purpose. The Transportation Council's hosting agreement with CDTA is meant to reduce administrative staff and costs by relying on the host's resources to provide financial, auditing, legal, and purchasing services. Increasing overhead costs is not a reasonable option for spending carryover balance.

3. **Consultant costs.** The Transportation Council has consultant contracts to provide specific professional services, such as the development of Community Planning/Linkage Program plans, collecting transportation data, and the development of the Metropolitan Transportation Plan. Consultant contracts are limited by CDTA's ability and willingness to deal with cash flow as the Transportation Council's host agency. Cash flow refers to the practice in which the host agency pays for monthly expenses, the Transportation Council submits reimbursement requests to the NYSDOT, and several months later the host receives the reimbursement. The Transportation Council is fortunate that CDTA has the financial ability and the willingness to deal with cash flow issues. Increasing the use of consultants is a primary tool to reduce the carryover balance over time.
4. **Pass-through costs.** Some MPOs pass MPO funding directly onto their members. This method is "fraught with danger" as members become very reliant on and competitive for these funds. There are never enough MPO funds to fund all members, and like MPO capital funding, members can rarely agree on who receives them and the amounts. For its entire history, the Transportation Council has only passed funds to its fellow regional planning agency and member, the Capital District Regional Planning Commission (CDRPC) which has not spent the funds entirely each year. Increasing pass-through costs is not a reasonable option for spending carryover balance.

The Transportation Council's plan to spend down its carryover balance is through the January 2024 hire of an additional staff member and increased spending on consultant work.

UPWP Task Descriptions

Each UPWP planning task description includes a goal, a list of the primary activities and anticipated products, an indication as to who will perform the work, a schedule, and a budget estimate. The task budget estimate is provided by fund source for staff time, professional services (i.e. consultant contracts), local agreements (paid technical work provided by Transportation Council staff to a local government) and other expenditures (i.e., costs related to software, travel, printing, etc.).

How to read the UPWP Tasks:

The diagram illustrates the components of a task entry in the UPWP. Callouts point to the following sections:

- Task Number and Name:** Points to the task title "7.11 Town of Malta GEIS Support".
- Goal of the Task:** Points to the "Goal" section.
- List of planning activities and products to be developed:** Points to the "Activities and Products" section.
- Entity undertaking the work:** Points to the "Work Performed By" section.
- Proposed schedule:** Points to the "Timeline" section.
- Budget estimate by fund source. includes staff time, consultants, and other expenditures:** Points to the "Budget Estimate" table.

7.11 Town of Malta GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Malta for the town wide Generic Environmental Impact Statement (GEIS).

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Town of Malta.
- Provide CDTC technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2023 and ending March 31, 2026; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$0	\$25,000	\$0	\$25,000
Grand Total	\$0	\$25,000	\$0	\$25,000

Fund Source Acronyms:

FHWA PL	FHWA Metropolitan Planning Funds
FHWA PL Set-Aside	FHWA Metropolitan Planning Funds: Complete Streets
FTA X034	FTA Section 5303 Metropolitan Planning Program Funds for Fiscal Year 2024-2025
FTA X033	FTA Section 5303 Metropolitan Planning Program Funds for prior year
SPR Funds	FHWA State Planning and Research Funds
STBGP-Flex	Surface Transportation Block Grant Program - Flexible Funds
NHPP	National Highway Performance Program Funds
Other Federal	United States Department of Energy (USDOE) – Clean Cities Coalition
Local Cash	Local Government Funds
State Cash	New York State Department of Transportation Funds
SS4A: Safe Streets	Safe Streets and Roads for All Program Funds

44.21.00 Program Support & Administration

1.51 Committee Activities

Goal: To support ongoing administrative activities related to the Transportation Council's Policy Board, Planning Committee, and other Policy Board subcommittees as needed.

Activities and Products:

- Provide administrative support to the Transportation Council's Policy Board, Planning Committee, Administrative and Finance Standing Subcommittee, Nominating Subcommittee, and other committees and subcommittees as needed.
- Maintain membership lists, meeting calendars and website content.
- Develop and distribute Policy Board, Planning Committee, Administrative and Finance Standing Subcommittee and Nominating Subcommittee meeting notices, agenda packages, and meeting summaries.
- Coordinate with NYSDOT, CDTA, CDRPC, local governments and other entities on transportation initiatives in the region.
- Reserve \$1,000 for expenses related to Committee member training.

Work Performed By: Transportation Council staff.

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$44,000	\$0	\$1,000	\$45,000
FTA X034	\$30,583	\$0	\$0	\$30,583
Grand Total	\$74,583	\$0	\$1,000	\$74,583

1.61 Transportation Council Administration

Goal: To support the administration of the Transportation Council and its staff in the implementation of the metropolitan transportation planning process.

Activities and Products:

- Update and maintain the Transportation Council's Administrative Procedures, Employee Handbook, and Continuing Operations Plan.
- Update and maintain the Transportation Council's consultant and Community Planning Study/Linkage Program Administration and Procedures.
- Maintain a monthly Status of Transportation Council Planning Initiatives table.

- Provide staff training on contact management and the Community Planning Study/Linkage Program Administration and Procedures.
- Update and maintain planning study policies related to the Americans with Disabilities Act (ADA), Environmental Justice/Title VI, Environmental Mitigation, Limited English Proficiency, Public Participation, and other requirements.
- Reserve \$5,000 for staff conference registrations, professional development, and training, including travel expenses, to implement the metropolitan transportation planning process.
- Ensure ADA compliance by monitoring the Transportation Council's policies, practices, and procedures related to planning products, public transportation, and the office space.

Work Performed By: Transportation Council staff.

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$70,000	\$0	\$5,000	\$75,000
Grand Total	\$70,000	\$0	\$5,000	\$75,000

1.65 UPWP Development and Reporting

Goal: To prepare and maintain the Transportation Council's Unified Planning Work Program (UPWP) and to report on performance and progress.

Activities and Products:

- Amend and otherwise maintain the 2024-2025 UPWP.
- Monitor expenditures and prepare Performance and Expenditure Reports, submitting them to FHWA and FTA no later than ninety (90) days after the end of the reporting period (reporting periods end March 31, 2024 and September 30, 2024).
- Prepare and submit the Uniform Report of Disadvantaged Business Enterprise (DBE) Commitment/Awards and Payments.
- Develop 2025-2026 UPWP solicitation materials and guidance, solicit for and evaluate project proposals, and prepare the 2025-2026 UPWP.
- Submit CDRPC quarterly progress reports and payment vouchers on UPWP tasks to NYSDOT.

Work Performed By: Transportation Council and CDRPC staff.

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source*
FHWA PL	\$25,000	\$0	\$0	\$25,000
FTA X034	\$15,000	\$0	\$0	\$15,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$45,000	\$0	\$0	\$45,000

1.66 Equity and Nondiscrimination

Goal: To take reasonable steps to ensure no person is excluded from participation in, or denied the benefits of, the Transportation Council's metropolitan planning process on the basis of race, color, national origin, sex, age, disability, or economic status and to identify and address disproportionately high and adverse human health or environmental effects of the Transportation Council's programs, policies, and activities on people with disabilities, and minority and low-income populations.

Activities and Products:

- Restart the Transportation Council's Equity Advisory Committee.
- Using the Transportation Council's internal audit as a resource, develop an Equity framework and potential policies for use in the MTP.
- Ensure compliance with the Transportation Council's Limited English Proficiency (LEP) Plan and reserve \$10,000 for translation services.
- Provide technical assistance to ecoLong for its Equitable Digital Twin project awarded funding through the U.S. Department of Energy.
- Evaluate and propose ways to "make room at the table" for new people so that Transportation Council boards, committees and staff better reflect regional demographics, including by race and ethnicity.
- Research peer models and consider developing Transportation Council metrics or evaluation criteria to support diversifying vendors and consultants.
- Listen to people who are historically disadvantaged to more fully understand how inequities are reflected in and can be ameliorated by the transportation system.
- Continue evaluating Transportation Council operations and policies to improve its Diversity, Equity, and Inclusion (DEI) practices.
- Provide internal Title VI and LEP training to Transportation Council staff.

Work Performed By: Transportation Council staff.

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$0	\$10,000	\$35,000
FTA X034	\$25,000	\$0	\$0	\$25,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$55,000	\$0	\$10,000	\$65,000*

*An additional \$2,000 in local in-kind services related to the Equity Advisory Committee is anticipated as shown in UPWP Table 1A.

1.68 NYSAMPO Administration

Goal: To support the New York State Association of Metropolitan Planning Organizations (NYSAMPO) by administering the staff consultant contract on behalf of the association. NYSAMPO facilitates dialogue among MPOs and State and Federal agencies through regular meetings of the fourteen MPO Directors, periodic working group meetings among MPO staff, and through conferences and training.

Activities and Products:

- Manage the statewide consultant contract for NYSAMPO staff support services as a Shared Cost Initiative – a collaborative statewide planning effort that uses pooled State (FHWA SPR) and Federal (FHWA PL and FTA MPP) funds from the fourteen MPOs to support planning activities of a mutually beneficial nature.
- Issue a Request for Proposals for staff support services to begin January 1, 2025, evaluate proposals, and execute a contract likely valued at \$500,000.

Work Performed By: Consultant (Lead)

Schedule: Consultant contract ends December 31, 2024. A new two or three year contract will begin on January 1, 2025; 60% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$0	\$200,000*	\$0	\$200,000
SPR Funds	\$0	\$100,000	\$0	\$100,000
Grand Total	\$0	\$300,000	\$0	\$300,000

*This task is supported by pooled funds from the 14 NYS MPOs. The Transportation Council is the lead agency and \$50,000 is dedicated to the Syracuse Metropolitan Transportation Council (SMTTC) for NYSAMPO Conference activities. The Transportation Council's share is about 6%.

1.69 NYSAMPO/AMPO/TRB Committees and Working Groups

Goal: To support Transportation Council staff involvement in Committees, Working Groups, training, and conferences related to the New York State Association of Metropolitan Planning Organizations (NYSAMPO), the Association of Metropolitan Planning Organizations (AMPO), and the Transportation Research Board (TRB).

Activities and Products:

- Support staff participation in the NYSAMPO Executive Committee and Director's meetings.
- Provide staff support and technical assistance to the NYSAMPO working groups. Transportation Council staff Chairs the Freight Working Group and serves as vice chair of the Modeling Working Group.
- Participate in the development of New York State transportation plans required by the Bipartisan Infrastructure Law through NYSAMPO.
- Participate in NYSAMPO, AMPO, and TRB committees and trainings.
- Support staff attendance at NYSAMPO, AMPO, and TRB conferences, working group meetings, webinars, and trainings with \$10,000 in travel, training, and related expenses.

Work Performed By: Transportation Council staff (Lead).

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$0	\$10,000	\$50,000
Grand Total	\$40,000	\$0	\$10,000	\$50,000

1.70 Public Participation

Goal: To support implementation of the Transportation Council's Public Participation Plan including website maintenance, management of social media, and e-newsletter production.

Activities and Products:

- Update and maintain content on the Transportation Council's website and social media and provide software training to staff.
- Reserve \$10,000 for graphic design services.
- Prepare a monthly e-newsletter, one hardcopy newsletter or flyer, and maintain the newsletter email list.
- Emphasize engagement with transportation disadvantaged populations.
- Continue coordination with the federally recognized Native Nations in the Capital Region (Delaware Tribe, Stockbridge-Munsee Community Band of Mohican Indians, and the Saint Regis Mohawk Tribe), the Federal Land Management Agency (FLMA), the Watervliet Arsenal, the National Laboratory, and the Saratoga Battlefield/National Park Service on Transportation Council transportation planning activities.
- Update the Transportation Council's core public-facing and public-concerning documents including the Reference Guide to the Transportation Council and its related brochure.
- Revise the Public Participation Plan, as needed.
- Manage and report on the public outreach functions of the Transportation Council.
- Provide support on public participation and outreach tasks for Transportation Council planning initiatives and assist member organizations where needed.
- Coordinate with CDRPC on community presentations on topics related to the metropolitan transportation planning process.
- CDRPC will manage a Future Leaders in Planning (FLIP) program, an innovative summer program that immerses high school students into Urban and Transportation Planning. Through both classroom and site visit experiences, students will hear from elected officials, planners, developers, and consultants about the plans that bring transportation and community design projects to life. These experiences will culminate in a community design project that allows students to integrate what they learned into a planning project to develop a vision that is consistent with the principles of the metropolitan transportation plan.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$10,000	\$5,000*	\$55,000
FTA X034	\$40,000	\$0	\$0	\$40,000
Grand Total	\$80,000	\$10,000	\$5,000	\$95,000

*Includes subscriptions to Hootsuite, Mailchimp, social media boosts, and one hardcopy newsletter.

CDRPC Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$0	\$3,000*	\$13,000
Grand Total	\$10,000	\$0	\$3,000	\$13,000

*Includes \$3,000 for the facility rental.

1.73 Technical Assistance Program

Goal: To provide Technical Assistance through staff time to local governments undertaking small scale community planning initiatives. Projects must be short duration, limited in scope, result in a defined product, and relate to the principles of the Transportation Council's metropolitan transportation plan.

Activities and Products:

- Manage an on-demand program for small scale local government technical assistance planning projects jointly with CDRPC.
- CDRPC and Transportation Council staff will prepare project scopes of work, award letters, provide community planning assistance, and report on progress.
- Document local in-kind support.
- Reserve \$20,000 for vendor services to support community planning tasks such as concept sketches, computer aided design drawings, data analysis, etc.
- Provide general transportation planning technical assistance to Albany County for \$7,500 in local cash.

Work Performed By: Transportation Council and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$20,000	\$0	\$50,000
Local Cash	\$0	\$7,500	\$0	\$7,500
Grand Total	\$30,000	\$27,500	\$0	\$57,500*

*An additional \$5,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

CDRPC Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$45,000	\$0	\$0	\$45,000
Grand Total	\$45,000	\$0	\$0	\$45,000

44.22.00 General Development and Comprehensive Planning**2.25 Transportation Data Collection and Analysis**

Goal: To collect and analyze transportation related data to support the metropolitan transportation planning process.

Activities and Products:

- Manage the On-Demand Motor Vehicle, Bicycle and Pedestrian Count Services consultant contract for data collection (\$113,128).
- Collect, update, and maintain in-house data on bicycle and pedestrian facilities using geospatial data collection methods and technologies.
- Additional staff data collection activities will be related to:
 - Traffic data
 - Transportation infrastructure
 - Trail user count data
 - Roadway and intersection characteristics
- Collect off-road trail and traffic data for Albany County for \$7,500 in local cash.
- Maintain Eco Counters and continue trail count program and reporting.
- Develop a scope of work and issue a Request for Proposals for on-demand count services for two years beyond April 1, 2025.
- Provide training and maintenance of Tableau software (\$500).

Work Performed By: Transportation Council staff (Lead) and consultant.

Schedule: Ongoing staff initiative beginning April 1, 2024 and ending March 31, 2025. The initial \$100,000 On-Demand Motor Vehicle, Bicycle and Pedestrian Count Services consultant contract began October 31, 2022 and will end April 2024. The contract will be extended one year for an additional \$60,000; 30% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$42,500	\$113,128	\$2,500*	\$158,128
FTA X033	\$10,000	\$0	\$0	\$10,000
Local Cash	\$0	\$7,500	\$0	\$7,500
Grand Total	\$52,500	\$120,628	\$2,500	\$175,628

*includes Tableau software, Eco Counter software, and equipment maintenance.

2.28 Census and Capital Region Indicators

Goal: To use and disseminate data from the U.S. Census, the American Community Survey (ACS) and other national, state, and regional data sets to support regional and local planning, the development of regional and local plans and studies and to make current data products more accessible and useful for communities and stakeholders.

Activities and Products:

- Review, analyze, and disseminate 2020 Decennial Census and American Community Survey (ACS) data products as they become available.
- Submit requests for Functional Classification changes resulting from the 2020 Decennial Census data and the FHWA approved adjusted Urban Area boundary, as needed.
- Assist municipalities with Functional Classification inquiries and change requests.
- Download updated Census data to use in the Transportation Council's Environmental Justice and Title VI related plans, planning studies, programs, and products.
- Participate in Census and Census-related webinars and trainings.
- CDRPC will:
 - Maintain and enhance the Capital Region Indicators website <http://capitalregionindicators.org/> data, mapping interface and community profiles, supported by a \$20,000 consultant effort.
 - Provide technical assistance to the Transportation Council and to communities related to analysis of 2020 Decennial Census data and associated population and household projections.
 - Produce population and household projections in ten-year increments by minor civil division to the year 2050 for the Transportation Council.

- Assist with the development of population, household and employment projections by traffic analysis zone in ten-year increments to the year 2050 for the Transportation Council through a \$50,000 consultant split funded between the Transportation Council and CDRPC.
- Provide the Transportation Council with data sets from the American Community Survey (ACS), the 2020 Decennial Census, and other Census products to support various Transportation Council programs and planning efforts.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025 including a consultant providing website management services to CDRPC for Capital Region Indicators; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$25,000	\$0	\$35,000
FTA X034	\$10,000	\$0	\$0	\$10,000
Grand Total	\$20,000	\$25,000	\$0	\$45,000

CDRPC Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$45,000	\$0	\$85,000
Grand Total	\$40,000	\$45,000	\$0	\$85,000

2.29 Geographic Information Systems (GIS)

Goal: To use geospatial technologies such as GIS in data warehousing, data analysis, and map production to inform the metropolitan transportation planning process and to support the development of planning studies, programs, and products.

Activities and Products:

- Create, maintain, and enhance geospatial data and mapping products.
- Maintain access to and acquire updated and new GIS data from local, regional, state, and federal agencies.

- Create, maintain, and enhance interactive online mapping applications and other mapping content on the Transportation Council's website.
- Respond to external and internal GIS data requests.
- Manage and maintain GIS and Global Positioning System (GPS) software and hardware.
- Monitor the availability of GIS data for regional environmental features from federal and state agencies and other secondary sources to map and document the environmental systems, natural, and cultural resources present at the project and regional level.
- Support training for Transportation Council staff on GIS and data analysis tools.
- Coordinate with CDRPC and CDTA to exchange data and to prepare customized maps to meet the needs of each agency without duplicating efforts.
- Purchase GIS software and GPS related equipment (\$10,000)
- CDRPC will:
 - Acquire and/or update new map and attribute data as it becomes available.
 - Post map products on CDRPC's website (cdrpc.org) for public consumption.
 - Process, manipulate and map information specific to the Capital Region and the communities within its planning area.
 - Use GIS to explore regional growth, sustainability and renewable energy.
 - Perform a parcel-level analysis of residential development within the four-county Capital Region. Single family and apartment development built between 2010 and 2020, which corresponds to the decennial census periods, will be documented through a StoryMap with a tabular summary.
 - Prepare a StoryMap(s) to display a 2020 regional land uses, census tract-level income, race, new housing units, and housing tenure data, a composite overlay of single-family parcels built between 2010 and 2020, the Transportation Council's regional sidewalk inventory, and sidewalk data for single family parcels developed between 2010 and 2020.
 - Assist the Transportation Council with mapping and GIS services as needed.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Schedule: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$75,000	\$0	\$10,500*	\$85,500
FTA X034	\$30,000	\$0	\$0	\$30,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$110,000	\$0	\$10,500	\$120,500

*GIS software for the Transportation Council, GPS related equipment, Data Camp subscription.

CDRPC Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$11,000	\$0	\$4,000*	\$15,000
Grand Total	\$11,000	\$0	\$4,000	\$15,000

*GIS software for the Capital District Regional Planning Commission.

44.23.01 Long-Range Transportation Planning (LRTP) – System Level

3.11 STEP Model Development and Maintenance

Goal: To update and enhance the Transportation Council’s Systemic Transportation Evaluation and Planning (STEP) Model to incorporate the latest Census data for population and households, and fully incorporate CDRPC forecasts of population, households, and employment, and begin a model update. The STEP Model is a four-county travel demand model that includes all federal-aid roads and highways in the Transportation Council’s metropolitan planning area.

Activities and Products:

- Maintain, refine, and update the current Transportation Council STEP Model for use in project development support and regional transportation planning.
- Update the road network and review modeled traffic volumes against actual traffic volumes.
- Review recent traffic count data to assess the lasting impacts of post-COVID-19 travel patterns and their impact on modeling assumptions.
- Collect available recent traffic count data and transit boarding/alighting data.
- Build travel demand modeling proficiency for new staff, including training and webinars.
- Retain a consultant (up to \$10,000) to assist with peer-review and the development of a scope of work for services related to the STEP Model update. The scope of services will consider options for surveying or capturing household travel patterns, including the potential use of Replica, a location-based GPS data service, and assess the feasibility of expanding the coverage area of the model.
- Incorporate the 2020 Decennial Census population and household data upon its release and CDRPC’s forecasts of population, households, and employment when available.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$10,000	\$12,000*	\$42,000
STBGP	\$35,000	\$0	\$0	\$35,000
Grand Total	\$55,000	\$10,000	\$12,000	\$77,000

*Includes an estimated \$12,000 for PTV VISUM modeling software.

3.21 Climate Change Planning

Goal: To coordinate with local, regional, and State partners to develop more sustainable transportation networks, prioritize low carbon transportation investment strategies and air quality improvement programs, and work to reduce Greenhouse Gas (GHG) Emissions.

Activities and Products:

- In coordination with Task 4.70 Clean Cities:
 - Support CDRPC's U.S. Environmental Protection Agency (USEPA) Climate Pollution Reduction Grant to develop a Comprehensive Climate Action Plan.
 - Support NYSDOT implementation of the Carbon Reduction Plan and track federal funding opportunities.
- Incorporate Carbon Reduction Strategies, including those in the CDRPC Priority Climate Action Plan, into the MTP in development.
- Coordinate with CDRPC to establish a methodology to measure GHG emissions from transportation.
- Support local, regional, and state planning initiatives and programs that assist the New York State Climate Leadership and Protection Act's (CLCPA) goals of reducing carbon emissions in the transportation sector.
- Develop and disseminate resources for local governments on low carbon transportation planning strategies and programs.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$0	\$0	\$25,000
Grand Total	\$25,000	\$0	\$0	\$25,000

3.31 Infrastructure Planning

Goal: To implement infrastructure planning recommendations from the Transportation Council's New Visions 2050 Metropolitan Transportation Plan, to document the condition of transportation infrastructure including highways and bridges, and to prepare recommendations for maintaining these assets in a state of good repair.

Activities and Products:

- Continued management of the Bridge NY Program.
- Continue to manage and support the TIP Task Force/Infrastructure Working Group.
- In conjunction with Task 3.41 Metropolitan Transportation Plan, support the development of infrastructure condition forecasts and repair cost estimates on local federal aid roadways.
- In conjunction with Task 6.17 Resilience and Security Planning, develop a scope of work for a Resiliency Improvement Plan that includes a regional vulnerability assessment.
- Request infrastructure data from NYSDOT as needed including the non-state federal aid pavement condition data.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$0	\$0	\$30,000
FTA X034	\$5,000	\$0	\$0	\$5,000
Grand Total	\$35,000	\$0	\$0	\$35,000

3.35 Town of Hoosick Asset Management Plan

Goal: To develop an asset management plan for Town roads in the Town of Hoosick.

Activities and Products:

- Continue to work with a consultant to develop the Town of Hoosick Asset Management Plan, which will consist of an automated pavement condition assessment and a 10-year pavement work program.
- Create/provide a GIS database of roads owned and maintained by the Town of Hoosick.

Work Performed By: Transportation Council staff and consultant.

Timeline: Consultant effort was initiated beginning April 1, 2023 and will end May 2024; 75% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$1,000	\$4,143	\$0	\$5,143
Local Cash	\$0	\$0	\$0	\$0
Grand Total	\$1,000	\$4,143	\$0	\$5,143

3.41 Metropolitan Transportation Plan

Goal: To implement the current Metropolitan Transportation Plan (MTP), New Visions 2050, while developing a new plan, In Motion, that is expected to be adopted in September 2025.

Activities and Products:

- Maintain and promote the current MTP, New Visions 2050, and current investment principles through Transportation Council planning products and programs.
- Develop a draft MTP to replace New Visions 2050, to be known as In Motion:
 - Track and compile federal legislation and guidance to support the MTP.
 - Coordinate with CDRPC to compile regional land use, climate, demographic, economic, mobility data, and other regional information.
 - Manage a \$250,000 consultant effort for services related to the MTP for graphic design, photo and video collection, scenario planning, assessment of infrastructure needs, and financial planning in conjunction with Task 3.31 Infrastructure planning.
 - Conduct public outreach on MTP topics and the Transportation Council's visions, goals, and objectives.
 - Develop and analyze scenarios to identify policies and strategies for the MTP.
 - Coordinate with NYSDOT, CDTA, CDRPC, and other Transportation Council members regarding MTP development.
 - Identify and select regional projects and priorities to be included in the MTP.
 - Provide technical support and up to \$5,000 to community events that provide educational opportunities related to the MTP.
- CDRPC will:
 - Support the Transportation Council as it develops a new MTP through the preparation of at least one StoryMap, participation in task force meetings, and assistance with public participation.
 - Provide staff support for Linkage Planning Program and other consultant led planning studies funded through the Transportation Council.
 - Participate in Community Planner Forum meetings.

- Refine recently compiled regional land use, climate, demographic, economic, mobility data, and other regional information as it becomes available.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; Consultant contracts anticipated to remain in place through September 2025; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$65,000	\$250,000	\$5,000	\$320,000
FTA X034	\$55,000	\$0	\$0	\$55,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$125,000	\$250,000	\$5,000	\$380,000

CDRPC Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$0	\$0	\$25,000
Grand Total	\$25,000	\$0	\$0	\$25,000

3.51 Performance-Based Planning

Goal: To include national performance goals for the Federal-Aid Highway and Federal Transit Programs in the Transportation Council's metropolitan transportation planning activities.

Activities and Products:

- Continue to collect and analyze data for NYSDOT (highway) and CDTA (transit) system performance targets.
- Review and update NYSDOT and CDTA targets that correspond to national performance goals for highways and transit, in coordination with the following program areas:
 - 3.21 Greenhouse Gas Emissions Measure
 - 3.22 Regional Operations and Congestion Management (PM3)
 - 3.31 Infrastructure Planning (PM2)
 - 4.21 Freight Planning (PM3)
 - 6.13 Transit Planning (TAMP / PTASP)
 - 6.61 Safety Planning (PM1)
- Maintain and update the performance measure report as needed.

- Continue to collect and analyze data to measure the performance of the Transportation Council's Metropolitan Transportation Plan.
- Explore the development of an online dashboard to share performance measure data.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$0	\$0	\$15,000
FTA X034	\$5,000	\$0	\$0	\$5,000
Grand Total	\$20,000	\$0	\$0	\$20,000

44.23.02 Long-Range Transportation Planning (LRTP) – Project Level

3.22 Regional Operations and Congestion Management

Goal: To implement the Transportation Council's Congestion Management Process (CMP) and to prepare performance measures and strategy recommendations for the upcoming Metropolitan Transportation Plan update.

Activities and Products:

- Refresh performance measure data annually.
- Update traffic forecasts and strategy recommendations for CMP identified corridors.
- Develop a CMP data interactive mapping tool.
- Prepare before and after reviews, conduct field visits, and support ongoing stakeholder collaboration.
- Develop strategy recommendations to incorporate into the MTP update.
- In coordination with Task 5.01, update the TIP Project Evaluation system to allow CMP strategies to be considered for federal funding.
- Identify discretionary grant programs that may be leveraged for CMP implementation.
- Facilitate the Transportation Council's Regional Operations and Safety Advisory Committee (ROSAC) to discuss and coordinate operations and safety initiatives, share best practices and plan for the implementation of ITS, incident management, congestion management, and safety.
- Support the NYSDOT Region 1 Traffic Incident Management (TIM) Committee and discuss the feasibility of a traffic signal concept of operations plan.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$57,000	\$0	\$3,000**	\$60,000
FTA X034	\$20,000	\$0	\$0	\$20,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$82,000	\$0	\$3,000	\$85,000*

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

**Synchro Studio Version 12 and Highway Capacity Software.

3.32 Regional Signal Timing Program

Goal: To evaluate locally owned signalized roadways for potential signal timing optimization, and to manage a consultant effort to develop and implement optimized timing plans in the field.

Activities and Products:

- Continue working with local governments and use available travel time data to identify local signalized roadways with the greatest potential benefit from timing optimization.
- Continue to manage a consultant through a \$100,000 contract to conduct turning movement counts, develop optimized timings, and field-implement the timing directives in the Cities of Albany, Schenectady, and Saratoga Springs.
- Prepare a scope of work for the next generation signal timing program.
- Conduct before-and-after studies to quantify the benefit of the timing optimization.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025. Consultant effort began in 2023 to be completed in May 2024; 90% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$355	\$0	\$15,355
FTA X034	\$5,000	\$0	\$0	\$5,000

Grand Total	\$20,000	\$355	\$0	\$20,355*
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*An additional \$1,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

44.24.00 Short-Range Transportation Planning (SRTP)

4.17 Complete Streets

Goal: To support planning and implementation of Complete Streets in the region to improve safety and public health.

Activities and Products:

- Develop a regional complete streets policy as part of the MTP.
- Assist communities in the implementation and maintenance of Complete Streets, including the promotion of the Transportation Council Complete Streets Design Guide and evolving best practices.
- Continue to manage a \$30,000 consultant effort to support Complete Streets by developing resources to highlight existing and support additional Complete Streets success stories in the region.
- Encourage Complete Streets policy adoption and design best practices; facilitate coordination between different levels of government and agencies in conjunction with Task 4.17 Active Transportation.
- Continue collecting “before” usage counts on upcoming projects with significant Complete Streets elements. Monitor completion of projects for which “before” counts were taken and complete “after” counts as well as economic and crash analysis to evaluate return on investment and guide complete street and active transportation projects and plans.
- Support state and local health department initiatives that promote healthy and safe streets and communities.
- Develop and demonstrate a Health Impact Assessment (HIA) tool or checklist.
- Participate in the completion of the Albany County Department of Health Center for Disease Control Closing the Gap Grant Leadership Team.
- Coordinate with CDRPC on the economic analyses related to evaluating complete street and active transportation projects and plans return on investment.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; 10% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$22,760	\$0	\$47,760
FTA X034	\$15,000	\$0	\$0	\$15,000
Grand Total	\$40,000	\$22,760	\$0	\$62,760

*An additional \$1,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

4.21 Freight Planning

Goal: To further the Transportation Council's freight planning efforts by facilitating the Freight Advisory Committee and augmenting the Transportation Council's Regional Freight & Goods Movement Plan (Freight Plan) recommendations.

Activities and Products:

- Facilitate quarterly Transportation Council Freight Advisory Committee (FAC) meetings and sustain meaningful outreach to regional public and private freight stakeholders by growing FAC membership.
- Complete the Regional Truck Parking Study.
- Participate in the development of the New York State Freight Transportation Plan update and assist NYSDOT and local jurisdictions with planning and implementing projects, programs, and policies identified in the Transportation Council Freight Plan and the New York Statewide Freight Plan.
- Update and develop new freight data and GIS information for regional freight facilities and activity, as available.
- Implement and monitor the freight system performance measures in coordination with Task 3.51 Performance-Based Planning, and collect appropriate data, as needed.
- Collect data to monitor the regional Freight Priority Network and update, as needed.
- Participate as requested to provide freight-related input for local planning studies.
- Continue to build a working relationship with regional higher education institutions, such as the Rensselaer Polytechnic Institute (RPI) Volvo Center of Excellence for Sustainable Urban Freight Systems, and the University at Albany, to support their freight-related activities and develop new initiatives.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; Consultant effort began in 2023 to be completed in May 2024; 95% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
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FHWA PL	\$40,000	\$8,119	\$0	\$48,119
Grand Total	\$40,000	\$8,119	\$0	\$48,119*

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

4.64 Americans with Disabilities Act (ADA) Planning

Goal: To support municipalities toward the development of ADA Transition Plans.

Activities and Products:

- Manage a consultant to complete ADA planning work through a \$107,000 consultant contract. The one-year, \$100,000 option to renew will be exercised in April 2024.
- Solicit for municipal partners who would like to complete ADA Transition Plans for pedestrian infrastructure in 2024.
- Prepare Transition Plans and support data collection in the City of Rensselaer, Town of Clifton Park, Town of Wilton, and Village of Menands.
- In 2024, assess the need to develop a scope of work for consultant assistance to conduct additional data collection and complete ADA Transition Plans.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Schedule: Consultant contract began April 1, 2023 and will end March 31, 2025; 40% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$95,519	\$0	\$105,519
FTA X034	\$10,000	\$0	\$0	\$10,000
Local Cash	\$0	\$12,500	\$0	\$12,500
Grand Total	\$20,000	\$128,895	\$0	\$128,019*

*An additional \$1,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

4.67 Active Transportation Planning

Goal: To plan for a connected, robust, and accessible network of sidewalks, multi-use trails, and bicycle facilities throughout the Capital Region and support municipalities in the planning, design, and management of active transportation infrastructure.

Activities and Products:

- Support and maintain the Active Transportation Advisory Committee (ATAC).

- Monitor and record progress toward developing a regional active transportation network.
- Provide guidance on planning for emerging micro-mobility technology including e-bikes and e-scooters.
- Track opportunities to fund active transportation planning and infrastructure construction.
- Encourage complete streets policy adoption and design best practices; facilitate coordination between different levels of government and agencies in conjunction with Task 4.17 Complete Streets.
- Provide opportunities for local municipalities to receive training and the most up-to-date information on design, maintenance, and construction best practices for active transportation infrastructure and programs.
- Coordinate with NYSDOT on active transportation planning, including the NYSDOT solicitation for the Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Carbon Reduction Program (CRP) as well as related statewide planning initiatives including the Active Transportation plan.
- Coordinate with communities on the implementation of the Capital District Trails Plan and with NYS Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) and the Hudson River Valley Greenway on trail planning initiatives.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$35,000	\$0	\$0	\$35,000
FTA X034	\$30,000	\$0	\$0	\$30,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$70,000	\$0	\$0	\$70,000*

*An additional \$3,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

4.70 Clean Cities

Goal: To host the Capital District Clean Communities Coalition (CDCC) and employ strategies to advance affordable, efficient, and clean transportation fuels and technologies as part of the U.S. Department of Energy's (USDOE) Clean Cities Program.

Activities and Products:

- Perform work outlined in the Clean Cities Coalition Network Outreach Education and Performance Tracking Program's 2024-25 Statement of Project Objectives (SOP).

- Host events that promote and advance the use of alternative fuel vehicles. Events may include education workshops and webinars, vehicle ride and drives, stakeholder listening sessions and outreach on alternative fuel projects happening in the region.
- Provide technical assistance, technical training, and education to fleets related to electric and alternative fuel vehicles.
- Prepare content for social media and the website.
- Work to strengthen the coalition and increase active stakeholders through a targeted stakeholder program with a focus on entities in disadvantaged communities.
- Provide support for activities and products included in UPWP Task 3.21 Climate Change initiative including development of a regional carbon reduction strategy.
- To participate in work with the other NYS coalitions to see how we can better coordinate clean cities coalitions across the state.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025. USDOE contract aligns with the Transportation Council's fiscal year budget.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Other Federal	\$129,040	\$0	\$1,000	\$130,040
Grand Total	\$129,040	\$0	\$1,000	\$130,040

44.25.00 Transportation Improvement Program (TIP)

5.01 Transportation Improvement Program (TIP) Development and Maintenance

Goal: To develop and maintain a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). The Transportation Council's goal is to produce a balanced TIP that contributes to implementation of the Metropolitan Transportation Plan as well as NYSDOT's Transportation Asset Management Plan.

Activities and Products:

- Continue to manage and support the TIP Task Force/Infrastructure Working Group and develop a project evaluation process for infrastructure projects for the upcoming TIP solicitation, one that allows CMP strategies to be considered for federal funding.

- Manage upcoming TIP project solicitations for federal funding.
- Perform ongoing maintenance to the current TIP / STIP and maintain the TIP webpage.
- Perform ongoing monitoring of TIP Fiscal Constraint, TIP Performance, and project delivery status.
- Continue to explore new TIP project management software options.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$110,000	\$0	\$0	\$110,000
FTA X034	\$55,000	\$0	\$0	\$55,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$170,000	\$0	\$0	\$170,000*

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

5.21 Air Quality Conformity

Goal: To ensure Transportation Council meets air quality conformity requirements under the Clean Air Act. The Transportation Council's metropolitan planning area continues to be in 'Nonattainment' for the 1997 Ozone National Ambient Air Quality Standards (NAAQS), requiring air quality conformity for TIP projects, and is in 'Attainment' for all other NAAQS.

Activities and Products:

- Update the region's Conformity Determination documentation, as needed.
- Consult with the New York State Interagency Consultation Group (ICG) for all TIP amendments and with the assignment of exempt/non-exempt codes to new TIP projects.
- Explore the ability to incorporate the latest outputs from the Environmental Protection Agency's MOVES model into the Transportation Council's STEP model. The Motor Vehicle Emission Simulator (MOVES) is an emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxins.
- Investigate how to build air quality considerations into future travel demand model update(s).

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$0	\$0	\$10,000
FTA X034	\$10,000	\$0	\$0	\$10,000
Grand Total	\$20,000	\$0	\$0	\$20,000

5.51 Travel Demand Modeling Services

Goal: To provide small scale on-demand services to the region's municipalities for travel demand modeling related to local transportation planning and traffic engineering initiatives.

Activities and Products:

- Provide on-demand travel demand modeling services and traffic engineering studies designed to assess the feasibility and impact of complete street treatments, access management strategies, street network connectivity, pedestrian improvements, and any other action that would promote the implementation of the Metropolitan Transportation Plan. These should be simple studies that address operational questions at the planning/sketch level. Examples include:
- Sketch-level analysis of new or revised roadway configurations.
- Sketch-level analysis of traffic pattern revisions.
- Background traffic growth rates for development studies.
- Trip generation and distribution analysis for development.
- Sketch-level analysis of detours related to emergencies and special events.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$0	\$0	\$20,000
Grand Total	\$20,000	\$0	\$0	\$20,000

5.61 TIP Project Development Support

Goal: To support Transportation Improvement Program sponsors with the development of traffic forecasts and other material for TIP project development and design purposes.

Activities and Products:

- Support NYSDOT in developing traffic forecasts and other material for use in project development and design, including traffic diversion analysis for construction projects.
- Provide travel demand modeling and technical support to NYSDOT and members for the Reimagine I-787 Planning and Environmental Linkages Study and the I-890 Exit 4C State Street/Washington Avenue Transportation Planning and Environmental Linkages Study.
- Provide technical support to the U.S. Environmental Protection Agency's Community Connectors grant project in Albany as it relates to the Reimagine I-787 Study.
- Other projects will be addressed on an as-requested basis.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
STBGP	\$100,000	\$0	\$0	\$100,000
Grand Total	\$100,000	\$0	\$0	\$100,000

44.26.00 Planning Emphasis Areas (PEAs)

6.12 Human Services Transportation Coordination

Goal: To fulfill requirements related to the 5310 Program: Enhanced Mobility of Seniors and Individuals with Disabilities and convene the Human Services Transportation Advisory Committee (HSTAC).

Activities and Products:

- 5310 program biennial review of project proposals.
- Support and maintain the HSTAC, recruiting state agency departments and offices to discuss their policies and practices related to the transportation needs and services for transportation disadvantaged populations.
- Assist Advisory Committee members and other providers of human services transportation to improve inter-agency communication and coordination and otherwise improve transportation access for seniors and people with disabilities.
- Hold a 2024 Tools of the Trade workshop for human services transportation providers, reserving \$5,000 for expenses related to the event.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$5,000	\$0	\$5,000	\$10,000
FTA X034	\$30,000	\$0	\$0	\$30,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$40,000	\$0	\$0	\$45,000

6.13 Transit Planning

Goal: To provide transit system planning support to the Capital District Transportation Authority (CDTA), other public and private operators, and to support CDTA in meeting its Federal Transit Administration (FTA) requirements.

Activities and Products:

- Support CDTA on the development of the Route Planning for System Expansion and Improvement Project, and the Transit Development Plan (TDP).
- Host NACTO Transit Street Design Training on behalf of NYSAMPO reserving \$2,000 for training related expenses.
- Coordinate with state, regional, and local partners to plan the Albany Intermodal Center.
- Initiate development of a Transit Access Toolkit that includes transit-friendly site design best practices and policies for use by local government; coordinate the Toolkit development with other Transportation Council Travel Demand Management efforts.
- Coordinate with CDTA on the development and adoption of federal public transit-related performance measures and targets.
- Coordinate with CDTA staff on TIP amendments and other funding-related requests.
- Update data demonstrating regional performance toward supporting the Transit Asset Management and Public Transportation Agency Safety Plan final rules, in coordination with Task 3.51 Performance-Based Planning.

Work Performed By: Transportation Council staff (Lead) and CDTA staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$8,000	\$0	\$2,000	\$10,000
FTA X034	\$30,000	\$0	\$0	\$30,000

FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$43,000	\$0	\$2,000	\$45,000*

*In-kind services valued at \$65,000 are anticipated, shown in UPWP Table 1A.

6.14 Transportation Demand Management Initiatives

Goal: To reduce traffic congestion and transportation-related greenhouse gas emissions by enabling and encouraging trip behavior change.

Activities and Products:

- Administer a \$60,000 consultant-led survey to identify factors that motivate drivers' transportation choices, as well as factors that motivate consumers to use services (i.e., Uber/Lyft, grocery deliveries) rather than travel to meet their needs directly.
- Use survey results to support the MTP and the development of Transportation Demand Management (TDM) strategies.
- Advise, educate, and inform local and regional business and municipal decision-makers about TDM programs and policies.
- Assist in implementing the Congestion Management Process (Task 3.22 Regional Operations/Congestion Management) by developing criteria for identifying effective corridor specific TDM strategies on the Transportation Council's Congestion Management Process Network.
- Support programs and policies throughout the region that encourage or facilitate traveler behavior change away from single occupancy vehicle (SOV) trips, such as maintaining the 511NY Rideshare Capital Moves website and assisting in the administration of the Guaranteed Ride Home program.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$60,000	\$0	\$70,000
FTA X034	\$27,000	\$0	\$0	\$27,000
FTA X033	\$5,000	\$0	\$0	\$5,000
Grand Total	\$42,000	\$60,000	\$0	\$102,000

6.16 Safety Planning

Goal: To provide tools, data, and resources to reduce crashes, particularly fatal and serious injury crashes, on all public roads.

Activities and Products:

- Continue to administer a \$1,150,000 FHWA Safe Streets and Roads for All Grant for supplemental safety analysis and Vision Zero safety planning in the Capital Region. Joint recipients include the Cities of Albany, Saratoga Springs, Watervliet, Troy, Village of Green Island, and NYSDOT. The plan will specify projects eligible to access available Highway Safety Improvement Program (HSIP) funding. This planning effort will give particular attention to underserved communities. Data collection, demonstration projects and other staff activities will be undertaken.
- Collaborate with the Town of Colonie Department of Emergency Medical Services on its FHWA Safe Streets and Roads for All Grant Award.
- Contribute to the Regional Operations and Safety Advisory Committee (ROSAC).
- Utilize the NYSDOT Crash Location Engineering & Analysis Repository Viewer and Safety applications for analyzing crash data and providing localized data and analysis to municipalities upon request.
- Attend county Traffic Safety Board meetings and provide technical assistance.
- Support implementation of the NYSDOT Roadway Departure Safety Action Plan by assisting NYSDOT with a solicitation for HSIP funded projects and creating a plan to use available HSIP funding to reduce curve-related lane departure crashes.
- Update data demonstrating regional performance toward supporting the annual NYSDOT safety performance targets in conformance with the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490), in coordination with Task 3.51 Performance-Based Planning.

Work Performed By: Transportation Council staff and consultant.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025; Consultant contract for Vision Zero Safety Plan is \$1,287,620; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$0	\$0	\$10,000
FTA X034	\$5,000	\$0	\$0	\$5,000
SS4A: Safe Streets	\$0	\$1,150,000	\$0	\$1,150,000
Local Cash	\$150,380	\$97,320	\$0	\$247,700
State Cash	\$0	\$40,300	\$0	\$40,300
Grand Total	\$165,380	\$1,287,620	\$0	\$1,453,000

6.17 Resilience and Security Planning

Goal: To work with the owners and operators of the region's transportation system to identify critical assets and vulnerabilities and develop an adaptation framework to integrate into the metropolitan planning process.

Activities and Products:

- Support the development of the NYS Resiliency Plan.
- Provide technical assistance to local, regional, and state agencies on emergency route planning and gap analysis of the regional transportation network, as needed.
- Coordinate with local, state, and federal agencies on hazard mitigation initiatives and resiliency planning.
- Support local and regional resiliency and climate adaptation planning efforts.
- Track and monitor state and federal guidance and funding available to promote resiliency and climate adaptation.
- In conjunction with Task 3.31 Infrastructure Planning, develop a scope of work for a Resiliency Improvement Plan that includes a regional vulnerability assessment.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$0	\$0	\$20,000
Grand Total	\$20,000	\$0	\$0	\$20,000

44.27.00 Other Activities

7.10 Town of Colonie GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Colonie Airport and Boght Generic Environmental Impact Statement (GEIS) areas.

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Airport, Lisha Kill, and Boght Road areas of the Town of Colonie.

- Provide Transportation Council technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2025.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$0	\$45,000	\$0	\$45,000
Grand Total	\$0	\$45,000	\$0	\$45,000

7.11 Town of Malta GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Malta for the town wide Generic Environmental Impact Statement (GEIS).

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Town of Malta.
- Provide Transportation Council technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2026.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$0	\$25,000	\$0	\$25,000
Grand Total	\$0	\$25,000	\$0	\$25,000

7.21 Voorheesville All Access Complete Streets Feasibility Study

Goal: To conduct a community-wide pedestrian and bicycle safety assessment and prepare a

Complete Streets Feasibility Study including preliminary concepts at certain high priority walking and bicycling areas that are known and perceived to present safety hazards for motorists, pedestrians, and bicyclists.

Activities and Products:

- Manage a \$54,935 consultant to prepare the All Access Complete Streets Feasibility Study. This study is part of the Transportation Council's 2023-24 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation, and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Village of Voorheesville project sponsor.

Timeline: The project began April 1, 2023 with completion expected by March 2025; 5% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$0	\$0	\$15,000
Local Cash	\$0	\$5,500	\$0	\$5,500
FHWA PL Set-Aside	\$0	\$49,435	\$0	\$49,435
Grand Total	\$15,000	\$54,935	\$0	\$69,935

7.22 Broadway Flood Resilient Multi-Modal Corridor Study

Goal: To identify and evaluate transportation planning concepts that improve multi-modal transportation facilities and connectivity, increase the urban forest, and integrate green infrastructure and climate resiliency along the length of the Broadway/Route 32 corridor from Albany to Watervliet.

Activities and Products:

- Continue to manage a \$115,000 consultant contract to prepare a Resilient Multi-Modal Corridor Plan funded as part of the 2023-24 Community and Transportation Linkage Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Albany County project sponsor.

Timeline: The project began April 1, 2023 with completion expected by December 2024; 10% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$90,664	\$0	\$105,664
Local Cash	\$0	\$15,000	\$0	\$15,000
Grand Total	\$15,000	\$105,664	\$0	\$120,664

7.23 Castleton Complete Streets & Connections Plan

Goal: To develop concepts for Complete Streets, managed parking, and more pedestrian-friendly streets, identified as priorities in the Village's Comprehensive Plan. Trail connections between downtown and Schodack Island State Park will also be explored.

Activities and Products:

- Continue to manage a \$75,000 consultant to prepare the Castleton Complete Streets & Connections Plan. This study was funded as part of the Transportation Council's 2023-24 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Village of Castleton-on-Hudson project sponsor.

Timeline: The project began April 1, 2023 with completion expected by September 2024; 5% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$0	\$0	\$15,000
FHWA PL Set-Aside	\$0	\$55,345	\$0	\$55,345
Local Cash	\$0	\$3,000	\$0	\$3,000
Grand Total	\$15,000	\$58,345	\$0	\$73,345*

*An additional \$5,000 in local in-kind match will be provided by the Village of Castleton-on-Hudson to support the project as shown in UPWP Table 1A.

7.24 Central Avenue West Corridor Study

Goal: To examine existing conditions and identify opportunities for potential development or redevelopment sites, improve access management, and develop Complete Streets concepts for the NY 5 Corridor from New Karner Road/Route 155 west to the Niskayuna town line.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$150,000 contract over two fiscal years.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant to prepare the Central Avenue West Corridor Study. This study is part of the Transportation Council's 2023-24 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Town of Colonie project sponsor.

Timeline: The project began April 1, 2023 with completion expected by March 2025; 5% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$150,000	\$0	\$165,000
Local Cash	\$0	\$0	\$0	\$0
Grand Total	\$15,000	\$150,000	\$0	\$165,000*

*An additional \$15,000 in local in-kind match will be provided by the Town of Colonie to support the project, shown in UPWP Table 1A.

7.25 Curry Road & Guilderland Avenue Multi-Modal Study

Goal: To create a plan for a more balanced transportation system along the Curry Road and

Guilderland Avenue corridors in the Town of Rotterdam that includes safe and compliant ADA access for all users, including pedestrians, bicyclists, transit users, and motorists.

Activities and Products:

- Continue to manage a consultant to prepare the Curry Road & Guilderland Avenue Multi-Modal Study. This \$89,590 study was funded as part of the Transportation Council's 2023-2024 Community and Transportation Linkage Planning Program.
- Provide staff technical support as needed.

Work Performed By: Consultant; Town of Rotterdam project sponsor.

Timeline: The project began April 1, 2023 with completion expected by March 2025; 5% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$60,990	\$0	\$75,990
Local Cash	\$0	\$15,000	\$0	\$15,000
Grand Total	\$15,000	\$89,590	\$0	\$90,990*

*An additional \$20,000 in local in-kind match will be provided by the Town of Rotterdam to support the project as shown in UPWP Table 1A.

7.26 Milton Town Center Plan Update

Goal: To identify potential improvements for safe walking and bicycling facilities from West Milton to the Town's center and create connections to the Zim Smith and Geyser Road trails.

Activities and Products:

- Continue to manage a \$99,455 consultant to prepare the Milton Town Center Plan Update. This study is part of the Transportation Council's 2023-24 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Town of Milton project sponsor.

Timeline: The project began April 1, 2023 with completion expected by March 2025; 5% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$67,346	\$0	\$82,346
Local Cash	\$0	\$25,000	\$0	\$25,000
Grand Total	\$15,000	\$82,346	\$0	\$107,346

7.70 East & North Greenbush Route 4 Corridor Study Update

Goal: To develop a plan for the Route 4 corridor in the Towns of East and North Greenbush that identifies a preferred corridor profile, based on a representative public input process, and a clear implementation strategy to improve transportation operations.

Activities and Products:

- Continue to manage a consultant to prepare an update to the 2006 Route 4 Corridor Study. This \$90,000 study was funded as part of the Transportation Council's 2021-22 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: The project began January 2022 and will be completed in May 2024; 90% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$1,000	\$9,508	\$0	\$10,508
Local Cash	\$0	\$0	\$0	\$0
Grand Total	\$1,000	\$9,508	\$0	\$10,508*

*An additional \$6,250 in local in-kind match will be provided by the Town of East Greenbush to support the project, shown in UPWP Table 1A.

7.88 City of Schenectady Albany and Crane Streets Linkage Study

Goal: To perform a traffic analysis on in the Albany Street and Crane Street corridors of the City

of Schenectady to be used in determining what transportation related projects would most benefit the Mount Pleasant and Hamilton Hill neighborhoods by improving the flow of vehicular traffic, parking availability, safety for pedestrians, cyclists, the disabled, and public transit riders, and the economic success of the commercial businesses.

Activities and Products:

- Continue to manage a consultant to prepare the Albany and Crane Streets Linkage Study. This \$90,000 study was funded as part of the Transportation Council's 2022-23 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: The project began April 1, 2022 with completion expected by March 2024; 95% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$1,000	\$590	\$0	\$1,590
Local Cash	\$0	\$0	\$0	\$0
Grand Total	\$1,000	\$590	\$0	\$1,590

7.89 Halfmoon/Clifton Park County Route 109 Corridor Study

Goal: To prepare a Corridor Study of a 4.7-mile stretch of County Route 109 from NYS Route 146A, east to Highview Way that will evaluate Complete Streets opportunities and concepts to provide walking and potential bicycle facilities in the corridor and create connections between neighborhoods recently developed along the Farm to Market Road.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$150,000 contract over two fiscal years.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant to prepare the County Route 109 Corridor Study. This study is part of the 2024-2025 Community Planning/Linkage Planning Program.

- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Town of Halfmoon is lead sponsor with support from Saratoga County and the Town of Clifton Park.

Timeline: The project will begin April 1, 2024 with completion expected by December 2025; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$72,000	\$0	\$87,000
Local Cash	\$0	\$30,000	\$0	\$30,000
Grand Total	\$15,000	\$102,000	\$0	\$117,000

7.90 Niskayuna Complete Streets Study: NYS Route 7

Goal: To prepare a Niskayuna NYS Route 7 Complete Streets study that assesses complete streets treatments on NYS Route 7 between the Town's border with the City of Schenectady and the Town of Colonie.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$139,500 contract over two fiscal years.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant to prepare the County Route 109 Corridor Study. This study is part of the 2024-2025 Community Planning/Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work on an as needed basis.

Work Performed By: Consultant; Town of Niskayuna is the sponsor.

Timeline: The project will begin April 1, 2024 with completion expected by December 2025; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$66,443	\$0	\$81,443
FHWA PL Set-Aside	\$0	\$28,429	\$0	\$28,429
Grand Total	\$15,000	\$94,872	\$0	\$109,872*

*An additional \$14,500 in local in-kind match will be provided by the Town of Niskayuna to support the project as shown in UPWP Table 1A.

Statewide Planning Efforts

NYSAMPO Shared Cost Initiatives (SCI)

The Shared Cost Initiative Program is a joint program of the State's fourteen MPOs, with funding provided from each MPO and administration provided by a "host" MPO for each effort on behalf of the group. Planning efforts funded through this program support research and technical activities of a mutually beneficial nature to all fourteen MPOs in the State.

- **NYSAMPO Staff Support**

Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)

Lead Agency: Capital Region Transportation Council

- **NYSAMPO Conference Support**

Objective: Organize and provide technical support to NYSAMPO for the bi-annual conference.

Cost: \$50,000 FHWA PL

Lead Agency: Syracuse Metropolitan Transportation Council

- **NYSAMPO Staff Training**

Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$45,953 FHWA PL and \$94,683 FTA MPP/\$23,671 NYSDOT IKS

Lead Agency: Genesee Transportation Council

- **AMPO Dues**

Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$55,222 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

State Planning Research (SPR) Funded Efforts During FFY24

SPR #	Project Title	SPR Funding	Description
HOCTC	Region 2		
SP-21-07	Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study	\$300,000	HOCTC & NYSDOT are undertaking a Transportation Scoping/Planning & Environmental Linkages (PEL) Study for an I-90 Exit 31 Interchange Reconstruction Project in the City of Utica. In accordance w/the National Environmental Policy Act (NEPA) & NYSDOT procedures for implementation of the State Environmental Quality Review Act (SEQR), engineering scoping/PEL study will assess engineering feasibility & impacts to the community, economy, & the safety & mobility of adjacent roadway network: I-790, NY 49, NY 5 & North Genesee St. (921C).
SMTC	Region 3		
C-19-53	Dome Traffic Management and Events Strategic Plan	\$400,000	The goal of this project is to provide detailed, site-specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome, which is inclusive of broader, day-to-day management & operations relevant recommendations in light of new access to the University Hill area, & transportation network changes anticipated by NYSDOT I-81 Viaduct being replaced w/a community grid.
SP-22-05	SMTC Regional Model and I-81 Modeling Reconciliation	\$150,000	The goal of this project is to work collaboratively with the Syracuse Metropolitan Transportation Council (SMTC) to reconcile the NYSDOT derivative I-81 model with the current SMTC Regional Travel Demand Model to create one single model used in the region transportation planning and programming.
NYMTC	Regions 8, 10 and 11		
C-19-52	Continuous Count Traffic Count Program, Zone 3	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
All MPOs			
C-17-53	Pavement Condition Data Collection Services	\$20,893,900	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.

SPR #	Project Title	SPR Funding	Description
C-19-51	Short Count Traffic Count Program (2020-2024)	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	\$3,580,616	Establish a research & analysis capability with Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	\$1,208,328	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCS.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	\$10,634,500	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.

SPR #	Project Title	SPR Funding	Description
SP-22-02	CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer	\$500,000	To improve the transfer of crash data and images to support the CLEAR applications. This project builds off of the work from another project with a focus on assessing the Department's safety analysis methods and safety programs and implementing new strategies using updated technologies and enterprise platforms.
SP-22-03	Statewide Mobility Services Program	\$3,941,160	To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and statewide project development, prioritization, and programming; corridor plans; integrated multimodal systems management and transportation management center (TMS) operations; and freight analysis.
SP-22-04	NYS Freight Transportation Plan	\$801,422	The goal of this project is to update the 2019 NYS Freight Transportation Plan. The updated plan will provide a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
SP-22-06	TRANSEARCH Data	\$1,100,000	Access a proprietary nationwide database of freight traffic flows. NYSDOT is required to develop a state freight plan. This data will be instrumental in the development of the plan.
SP-22-07	The Eastern Transportation Coalition (TETC) / University of Maryland Data Acquisition	\$750,000	Acquire reliable and real-time travel time and speed data that has utility across multiple functional groups for the entire roadway network without the need for sensors or other hardware from six different categories: (1) Travel Time and Speed; (2) Origin-Destination; (3) Freight; (4) Waypoint; (5) Volume; (6) Conflation.
SP-23-03	NYS Resiliency Improvement Program	\$350,000	Develop a NYS Resilience Improvement Plan (RIP) to help guide the immediate and long-range planning activities and investments of the State in respect to the resilience of the surface transportation system.
SP-23-04	Employment / Establishment Data Acquisition	\$400,000	Access up-to-date employer and establishment data containing industry classification, employment and sales information that will contribute to modeling the use of a multimodal system by highlighting demand and supply areas, anticipate growth of need and increasing safety.

Appendix A: UPWP Funding Tables

FY2024-2025 FINANCIAL TABLES

Financial Tables will be adjusted when closeout balances are final.

Table 1
2024 - 2025 UPWP
Transportation Council Staff Budget
Task and Auditable Budgets

	FHWA					SS4A: Safe Streets & Roads for All	X033 24-25 SEC 5303 GRANT	X034 24-25 SEC 5303 GRANT	USDOE	Local In-Kind	Local Cash/Agreements	GRAND TOTALS
	PL Staff	PL Consultant/Vendor	FHWA PL Set-Aside	NHPP/STBGP Project Develop.	SPR							
44.21.00 PROGRAM SUPPORT & ADMINISTRATION												
1.51 Committee Activities	44,000	1,000	0	0	0	0	0	30,583	0	0	0	75,583
1.61 Transportation Council Administration	70,000	5,000	0	0	0	0	0	0	0	0	0	75,000
1.65 UPWP Development & Reporting	25,000	0	0	0	0	0	5,000	15,000	0	0	0	45,000
1.66 Equity & Non-Discrimination	25,000	10,000	0	0	0	0	5,000	25,000	0	2,000	0	67,000
1.68 NYSAMPO Administration*	0	200,000	0	0	100,000	0	0	0	0	0	0	300,000
1.69 NYSAMPO / AMPO / TRB	50,000	0	0	0	0	0	0	0	0	0	0	50,000
1.70 Public Participation	40,000	15,000	0	0	0	0	0	40,000	0	0	0	95,000
1.73 Technical Assistance Program	30,000	20,000	0	0	0	0	0	0	0	5,000	7,500	62,500
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING												
2.25 Transportation Data Collection	45,000	113,128	0	0	0	0	0	10,000	0	0	7,500	175,628
2.28 Census and Capital Region Indicators	10,000	25,000	0	0	0	0	0	10,000	0	0	0	45,000
2.29 GIS	75,000	10,500	0	0	0	0	5,000	30,000	0	0	0	120,500
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level												
3.11 STEP Model Development	32,000	10,000	0	35,000	0	0	0	0	0	0	0	77,000
3.21 Climate Change Initiative	25,000	0	0	0	0	0	0	0	0	0	0	25,000
3.31 Infrastructure Planning	30,000	0	0	0	0	0	0	5,000	0	0	0	35,000
3.35 Town of Hoosick Asset Management Plan	1,000	4,143	0	0	0	0	0	0	0	0	0	5,143
3.41 Metropolitan Transportation Plan	70,000	250,000	0	0	0	0	5,000	55,000	0	0	0	380,000
3.51 Performance-Based Planning	15,000	0	0	0	0	0	0	5,000	0	0	0	20,000
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level												
3.22 Regional Operations/Congestion Management	60,000	0	0	0	0	0	5,000	20,000	0	2,000	0	87,000
3.32 Regional Signal Timing Program	15,000	355	0	0	0	0	0	5,000	0	1,000	0	21,355
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)												
4.17 Complete Streets	25,000	22,760	0	0	0	0	0	15,000	0	1,000	0	63,760
4.21 Freight Planning	40,000	8,119	0	0	0	0	0	0	0	2,000	0	50,119
4.64 ADA Planning	10,000	95,519	0	0	0	0	0	10,000	0	1,000	12,500	129,019
4.67 Active Transportation Planning	35,000	0	0	0	0	0	5,000	30,000	0	3,000	0	73,000
4.70 Clean Cities	0	0	0	0	0	0	0	0	130,040	0	0	130,040
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)												
5.01 TIP	110,000	0	0	0	0	0	5,000	55,000	0	2,000	0	172,000
5.21 Air Quality Conformity	10,000	0	0	0	0	0	0	10,000	0	0	0	20,000
5.51 Travel Demand Modeling Services	20,000	0	0	0	0	0	0	0	0	0	0	20,000
5.61 TIP Project Development Support	0	0	0	100,000	0	0	0	0	0	0	0	100,000
44.26.00 PLANNING EMPHASIS AREAS (PEAs)												
6.12 Human Services Agency Transportation	5,000	5,000	0	0	0	0	5,000	30,000	0	0	0	45,000
6.13 Transit Planning	8,000	2,000	0	0	0	0	5,000	30,000	0	65,000	0	110,000
6.14 TDM Initiatives	10,000	60,000	0	0	0	0	5,000	27,000	0	0	0	102,000
6.16 Safety Planning	10,000	0	0	0	0	1,150,000	0	5,000	0	0	247,700	1,412,700
6.17 Resilience & Security Planning	20,000	0	0	0	0	0	0	0	0	0	0	20,000
44.27.00 OTHER ACTIVITIES												
7.10 Town of Colonie GEIS Support	0	0	0	0	0	0	0	0	0	0	45,000	45,000
7.11 Town of Malta GEIS Support	0	0	0	0	0	0	0	0	0	0	25,000	25,000
7.21 All Access Complete Streets Feasibility Study	15,000	0	49,435	0	0	0	0	0	0	0	5,500	69,935
7.22 Broadway Flood Resilient Multi-Modal Corridor Study	15,000	90,664	0	0	0	0	0	0	0	0	15,000	120,664
7.23 Castleton Complete Streets & Connections Plan	15,000	0	55,345	0	0	0	0	0	0	5,000	3,000	78,345
7.24 Central Avenue West Corridor Study	15,000	150,000	0	0	0	0	0	0	0	15,000	0	180,000
7.25 Curry Road & Guilderland Avenue Multi-Modal Study	15,000	60,990	0	0	0	0	0	0	0	20,000	15,000	110,990
7.26 Milton Town Center Plan Update	15,000	67,346	0	0	0	0	0	0	0	0	25,000	107,346
7.70 East & North Greenbush Route 4 Corridor Study	1,000	9,508	0	0	0	0	0	0	0	6,250	0	16,758
7.88 City of Schenectady Albany & Crane Streets Linkage Study	1,000	590	0	0	0	0	0	0	0	0	0	1,590
7.89 Halfmoon/Clifton Park County Route 109 Corridor Study	15,000	72,000	0	0	0	0	0	0	0	0	30,000	117,000
7.90 Niskayuna Complete Streets Study: NYS Route 7	15,000	66,443	28,429	0	0	0	0	0	0	14,500	0	124,372
TRANSPORTATION COUNCIL UPWP TOTAL EFFORT	1,087,000	1,375,065	133,209	135,000	100,000	1,150,000	50,000	462,583	130,040	144,750	438,700	5,206,347
TOTAL FEDERAL	2,395,274	1,375,065	133,209	108,000	80,000	1,150,000	50,000	462,583	130,040	0	0	4,375,897
Transportation Council Non-Federal Match	119,056	0	0	0	0	0	3,125	28,911	0	0	0	151,092
CDRPC PL Program	183,000	0	0	0	0	0	0	0	0	0	61,000	244,000
STATE CASH	0	0	0	27,000	20,000	40,300	0	0	0	0	0	87,300
STATE IKS	0	0	0	0	0	0	9,375	86,734	0	0	0	96,109
STATE TOLL CREDITS	357,684	0	0	0	0	0	0	0	0	0	0	357,684
LOCAL CASH	0	0	0	0	0	247,700	0	0	0	144,750	438,700	831,150
SCI	200,000	0	0	0	0	0	0	0	0	0	0	200,000
TRANSPORTATION COUNCIL UPWP TOTAL PROGRAM	3,255,013	1,375,065	133,209	135,000	100,000	1,438,000	62,500	578,229	130,040	144,750	499,700	6,343,232

* This task is supported by pooled funds from the 14 NYS MPOs. The Transportation Council is the lead agency and \$50,000 is dedicated to SMTCC for NYSAMPO Conference activities. The Transportation Council's share is about 6%.

TABLE 1A
FY2024-2025 UPWP

Explanation of Calculations for PL Match

2,462,064.53	Total Federal Transportation Council PL amount
150,000.00	Less MPO PL Shared Cost Initiatives (matched by NYSDOT)
50,000.00	Less MPO PL Shared Cost Initiatives (matched by NYSDOT)
<u>2,262,064.53</u>	
119,056.03	Total Transportation Council PL Match required
357,683.62	State match
183,000.00	
61,000.00	
<u>244,000.00</u>	CDRPC PL Program
180,056.03	Total Federal PL Match required

Explanation of Calculations for FTA Match

462,583.00	Total new Federal FTA funds**
50,000.00	Total Carryover Federal FTA funds
<u>512,583.00</u>	
28,911.44	Match required for new FTA (X033)
3,125.00	Match required for old FTA (X032)
<u>32,036.44</u>	Total match required for both FTA
86,734.31	State match for new FTA
9,375.00	State match required for carryover FTA
<u>96,109.31</u>	

In-Kind Contributions Match for FTA & PL Match by Task

2,000.00	Environmental Justice & Title VI
5,000.00	Technical Assistance Program
2,000.00	Regional Operations/Congestion Management
1,000.00	Regional Signal Timing Program
1,000.00	Complete Streets
2,000.00	Freight Planning
1,000.00	ADA Planning
3,000.00	Active Transportation Planning
2,000.00	TIP Advisory
65,000.00	CDTA Staff - MPO Activities
5,000.00	Linkage - Castleton Complete Streets & Connections Plan
15,000.00	Linkage - Central Avenue West Corridor Study
20,000.00	Linkage - Curry Road & Guilderland Avenue Multi-Modal Study
14,500.00	Niskayuna Complete Streets Study: NYS Route 7
6,250.00	Linkage - East & North Greenbush Route 4 Corridor Study
<u>144,750.00</u>	

TABLE 2
2024-2025 UPWP
Non-Federal Activities Used By Transportation Council In-Kind Match
Task and Auditable Budgets

	FTA 2023-24	FTA 2024-25		GRAND
	SEC 5303	SEC 5303		TOTALS
44.21.00. PROGRAM SUPPORT & ADMINISTRATION				
1.51 Committee Activities	0	0		0
1.61 Transportation Council Administration	0	0		0
1.65 UPWP Development & Reporting	0	0		0
1.66 Equity & Non-Discrimination	0	0		0
1.68 NYSAMPO Administration*	0	0		0
1.69 NYSAMPO / AMPO / TRB	0	0		0
1.70 Public Participation	0	0		0
1.73 Technical Assistance Program	0	0		0
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING				
2.25 Transportation Data Collection	0	0		0
2.28 Census and Capital Region Indicators	0	0		0
2.29 GIS	0	0		0
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level				
3.11 STEP Model Development	0	0		0
3.21 Climate Change Initiative	0	0		0
3.31 Infrastructure Planning	0	0		0
3.35 Town of Hoosick Asset Management Plan	0	0		0
3.41 Metropolitan Transportation Plan	0	0		0
3.51 Performance-Based Planning	0	0		0
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level				
3.22 Regional Operations/Congestion Management	0	0		0
3.32 Regional Signal Timing Program	0	0		0
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)				
4.17 Complete Streets	0	0		0
4.21 Freight Planning	0	0		0
4.64 ADA Planning	0	0		0
4.67 Active Transportation Planning	0	0		0
4.70 Clean Communities	0	0		0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)				
5.01 TIP	0	0		0
5.21 Air Quality Conformity				
5.51 Travel Demand Modeling Services	3,125	28,911		32,036
5.61 TIP Project Development Support	0	0		0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)				
6.12 Human Services Agency Transportation	0	0		0
6.13 Transit Planning	0	0		0
6.14 Regional TDM Effort	0	0		0
6.16 Safety Planning	0	0		0
6.17 Resilience & Security Planning	0	0		0
44.27.00 OTHER ACTIVITIES				
7.10 Town of Colonie GEIS Support	0	0		0
7.11 Town of Malta GEIS Support	0	0		0
7.21 All Access Complete Streets Feasibility Study	0	0		0
7.22 Broadway Flood Resilient Multi-Modal Corridor Study	0	0		0
7.23 Castleton Complete Streets & Connections Plan	0	0		0
7.24 Central Avenue West Corridor Study	0	0		0
7.25 Curry Road & Guelderland Avenue Multi-Modal Study	0	0		0
7.26 Milton Town Center Plan Update	0	0		0
7.70 East & North Greenbush Route 4 Corridor Study	0	0		0
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	0	0		0
7.89 Halfmoon/Clifton Park County Route 109 Corridor Study	0	0		0
7.90 Niskayuna Complete Streets Study: NYS Route 7	0	0		0
TOTAL EFFORT	3,125	28,911		32,036

Task and Auditable Budgets

	2024-25	2023-24	2024-25					GRAND
	PL	FTA	FTA					TOTALS
44.21.00 PROGRAM SUPPORT & ADMINISTRATION								
1.51 Committee Activities	7,105	0	5,734	0	0	0	0	12,840
1.61 Transportation Council Administration	11,842	0	0	0	0	0	0	11,842
1.65 UPWP Development & Reporting	1,316	938	2,813	0	0	0	0	5,066
1.66 Equity & Non-Discrimination	4,737	938	4,688	0	0	0	0	10,362
1.68 NYSAMPO Administration*	40,000	0	0	0	0	0	0	40,000
1.69 NYSAMPO / AMPO / TRB	7,895	0	0	0	0	0	0	7,895
1.70 Public Participation	8,684	0	7,500					16,184
1.73 Technical Assistance Program	7,895	0	0	0	0	0	0	7,895
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING								
2.25 Transportation Data Collection	24,968	0	1,875	0	0	0	0	26,843
2.28 Census and Capital Region Indicators	5,526	0	1,875	0	0	0	0	7,401
2.29 GIS	13,500	938	5,625	0	0	0	0	20,063
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level								
3.11 STEP Model Development	6,632	0	0	0	0	0	0	6,632
3.21 Climate Change Initiative	3,947	0	0	0	0	0	0	3,947
3.31 Infrastructure Planning	4,737	0	938	0	0	0	0	5,674
3.35 Town of Hoosick Asset Management Plan	812	0	0	0	0	0	0	812
3.41 Metropolitan Transportation Plan	50,526	938	10,313	0	0	0	0	61,776
3.51 Performance-Based Planning	789	0	938	0	0	0	0	1,727
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level								
3.22 Regional Operations/Congestion Management	9,474	938	3,750	0	0	0	0	14,161
3.32 Regional Signal Timing Program	2,424	0	938	0	0	0	0	3,362
44.24.00 SHORT-RANGE TRANSPORTATION PLANNIG (SRTP)								
4.17 Complete Streets	7,541	0	2,813	0	0	0	0	10,354
4.21 Freight Planning	7,598	0	0	0	0	0	0	7,598
4.64 ADA Planning	16,824		1,875					
4.67 Active Transportation Planning	5,526	938	5,625	0	0	0	0	12,089
4.70 Clean Communities	0	0	0	0	0	0	0	0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)								
5.01 TIP	17,368	938	10,313	0	0	0	0	28,618
5.21 Air Quality Conformity	526	0	1,875	0	0	0	0	2,401
5.51 Travel Demand Modeling Services	3,158	0	0	0	0	0	0	3,158
5.61 TIP Project Development Support	0	0	0	0	0	0	0	0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)								
6.12 Human Services Agency Transportation	1,579	938	5,625	0	0	0	0	8,141
6.13 Transit Planning	1,579	938	5,625	0	0	0	0	8,141
6.14 Regional TDM Effort	11,053	938	5,063	0	0	0	0	17,053
6.16 Safety Planning	526	0	938	0	0	0	0	1,464
6.17 Resilience & Security Planning	1,053	0	0	0	0	0	0	1,053
44.27.00 OTHER ACTIVITIES								
7.10 Town of Colonie GEIS Support	0	0	0	0	0	0	0	0
7.11 Town of Malta GEIS Support	0	0	0	0	0	0	0	0
7.21 All Access Complete Streets Feasibility Study	31,668	0	0	0	0	0	0	31,668
7.22 Broadway Flood Resilient Multi-Modal Corridor Study	5,561	0	0	0	0	0	0	5,561
7.23 Castleton Complete Streets & Connections Plan	7,808	0	0	0	0	0	0	7,808
7.24 Central Avenue West Corridor Study	8,684	0	0	0	0	0	0	8,684
7.25 Curry Road & Guilderland Avenue Multi-Modal Study	2,745	0	0	0	0	0	0	2,745
7.26 Milton Town Center Plan Update	4,334	0	0	0	0	0	0	4,334
7.70 East & North Greenbush Route 4 Corridor Study	553	0	0	0	0	0	0	553
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	323	0	0	0	0	0	0	323
7.89 Halfmoon/Clifton Park County Route 109 Corridor Study	4,579	0	0	0	0	0	0	4,579
7.90 Niskayuna Complete Streets Study: NYS Route 7	4,286	0	0	0	0	0	0	4,286
TOTAL EFFORT	357,683	9,375	86,734	0	0	0	0	453,793
FEDERAL	0	0	0	0	0	0	0	0
STATE	357,683	9,375	86,734	0	0	0	0	453,793
STATE CASH	0	0	0		0	0	0	0
LOCAL	0	0	0	0	0	0	0	0

TABLE 4
2023-2024 UPWP
CDRPC
Task and Auditable Budgets

	2024-2025 PL	FTA SEC 5307 GRANT	FAA			GRAND TOTALS
44.21.00 PROGRAM SUPPORT & ADMINISTRATION						
1.51 Committee Activities	0	0	0			0
1.61 Transportation Council Administration	0	0	0			0
1.65 UPWP Development & Reporting	0	0	0			0
1.66 Equity & Non-Discrimination	0	0	0			0
1.68 NYSAMPO Administration*	0	0	0			0
1.69 NYSAMPO / AMPO / TRB	0	0	0			0
1.70 Public Participation	13,000	0	0			13,000
1.73 Technical Assistance Program	45,000	0	0			45,000
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING						
2.25 Transportation Data Collection	0	0	0			0
2.28 Census and Capital Region Indicators	85,000	0	0			85,000
2.29 GIS	15,000	0	0			15,000
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level						
3.11 STEP Model Development	0	0	0			0
3.21 Climate Change Initiative	0	0	0			0
3.31 Infrastructure Planning	0	0	0			0
3.35 Town of Hoosick Asset Management Plan	0	0	0			0
3.41 Metropolitan Transportation Plan	25,000	0	0			25,000
3.51 Performance-Based Planning	0	0	0			0
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level						
3.22 Regional Operations/Congestion Management	0	0	0			0
3.32 Regional Signal Timing Program	0	0	0			0
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)						
4.17 Complete Streets	0	0	0			0
4.21 Freight Planning	0	0	0			0
4.64 ADA Planning	0	0	0			0
4.67 Active Transportation Planning	0	0	0			0
4.70 Clean Communities	0	0	0			0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)						
5.01 TIP	0	0	0			0
5.21 Air Quality Conformity	0	0	0			0
5.51 Travel Demand Modeling Services	0	0	0			0
5.61 TIP Project Development Support	0	0	0			0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)						
6.12 Human Services Agency Transportation	0	0	0			0
6.13 Transit Planning	0	0	0			0
6.14 Regional TDM Effort	0	0	0			0
6.16.1 Safety Planning	0	0	0			0
6.17 Resilience & Security Planning	0	0	0			0
44.27.00 OTHER ACTIVITIES	0	0	0			0
7.10 Town of Colonie GEIS Support	0	0	0			0
7.11 Town of Malta GEIS Support	0	0	0			0
7.21 All Access Complete Streets Feasibility Study	0	0	0			0
7.22 Broadway Flood Resilient Multi-Modal Corridor Study	0	0	0			0
7.23 Castleton Complete Streets & Connections Plan	0	0	0			0
7.24 Central Avenue West Corridor Study	0	0	0			0
7.25 Curry Road & Guilderland Avenue Multi-Modal Study	0	0	0			0
7.26 Milton Town Center Plan Update	0	0	0			0
7.70 East & North Greenbush Route 4 Corridor Study	0	0	0			0
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	0	0	0			0
7.89 Halfmoon/Clifton Park County Route 109 Corridor Study	0	0	0			0
7.90 Niskayuna Complete Streets Study: NYS Route 7	0	0	0			0
TOTAL EFFORT	183,000	0	0			183,000
FEDERAL	183,000	0	0			183,000
CDRPC MATCH	61,000	0	0			61,000

Table 5
Capital Region Transportation Council
2024-2025 UPWP
Metropolitan Planning (PL) Funds
Task and Auditable Budgets

TASK BUDGET	TOTAL ALL	NEW GRANT	CARRY- OVER GRANT	NYSDOT	CDRPC	Local Cash	Local In-Kind	TOTAL Transp. Council STAFF	Transp. Council STAFF	CDTC IKS
44.21.00 PROGRAM SUPPORT & ADMINISTRATION	722474	722474	0	79474	58000		0	585000	585000	0
	455000	455000	0	25000	0		0	430000	430000	0
	267474	267474	0	54474	58000		0	155000	155000	0
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING	377729	377729	0	44101	100000		0	233628	233628	0
	278729	278729	0	30601	100000		0	148128	148128	0
	99000	99000	0	13500	0		0	85500	85500	0
44.23.01 LONG-RANGE TRANSP. PLANNING - System Level	502669	502669	0	110526	25000		0	367143	367143	0
	236880	236880	0	109737	25000		0	102143	102143	0
	265789	265789	0	789	0		0	265000	265000	0
44.23.02 LONG-RANGE TRANSPOR. PLANNING - Project Level	90064	90064	0	14709	0		0	75355	75355	0
	0	0	0	0	0		0	0	0	0
	90064	90064	0	14709	0		0	75355	75355	0
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)	269471	269471	0	43073	0		0	226398	226398	0
	269471	269471	0	43073	0		0	226398	226398	0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	161052	161052	0	21052	0		154750	140000	140000	0
	161052	161052	0	21052	0		154750	140000	140000	0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)	135790	135790	0	15790	0		0	120000	120000	0
	135790	135790	0	15790	0		0	120000	120000	0
44.27.00 OTHER ACTIVITIES	674214	674214	0	34682	0	426200	0	639532	639532	0
	674214	674214	0	34682	0	426200	0	639532	639532	0
TOTAL	2933463	2933463	0	363407	183000	426200	154750	2387056	2387056	0
AUDITABLE BUDGET										
Direct Labor	604999	604999	0	0	137250		0	944247	944247	0
Fringe Charges	557204	557204	0	0	45750		0	869651	869651	0
Travel	0	0	0	0	0		0	0	0	0
Equipment	0	0	0	0	0		0	0	0	0
Printing	0	0	0	0	0		0	0	0	0
Contractual	1404026	1404026	0	0	0		0	0	0	0
Computer	0	0	0	0	0		0	0	0	0
Indirect Charges	367234	367234	0	0	0		0	573158	573158	0
Toll Credits				363407						
TOTAL	2933463	2933463	0	363407	183000	426200	154750	2387056	2387056	0
Federal Share	2570056	2570056	0	0	183000	0	0	2387056	2387056	0
State Share	363407	363407	0	363407	0	0	0	0	0	0
Local Share	487200	487200	0	0	61000	426200	154750	0	0	0
% Federal Share	80%	80%	0%	0%	75%	0%	0	100%	100%	0%
% State Share	15%	15%	0%	100%	0%	0%	0	0%	0%	0%
% Local Share	5%	5%	0%	0%	25%	100%	0	0%	0%	100%

Appendix B: Public Comments and Responses

The 2024-2025 UPWP public comment period began on February 8, 2024 and ended on March 7, 2024. To follow is a summary of comments received and the Transportation Council's responses. Comments were primarily received via online survey.

1) Steve Strauss – Submitted via Online Survey 2/8/24

Comment: It would appear that the CRTC [the Transportation Council] spends a great deal of time conducting small studies for localities and perhaps counties that could be shifted back to the local governments so that the MPO could work on larger, more transformational projects.

In general, MPOs spend a great deal of time just managing the paperwork associated with the federally-funded transit and highway projects in their jurisdictions. You should look for ways to minimize this via fewer amendments or something.

CRTC should be spending more time working with its jurisdictions to go after discretionary funding opportunities available thru the federal infrastructure bill. Too many local governments are missing out on these opportunities or passing the buck to the State, which doesn't have the bandwidth to be supportive. Jurisdictions should always have a few designed projects on the shelf so that when extra money comes along, you can take advantage of it.

Response: The UPWP has supported, at the request of our member agencies, small planning studies through its Community Planning/Linkage Program for over 20 years. These studies have been used to support implementation grant applications, large and small, with a high degree of success. The update of the Transportation Council's Metropolitan Transportation Plan in 2024 and 2025 is expected to guide future planning study investments, both large and small, based on local and regional needs.

The Transportation Council, and MPOs in general, are required to maintain the Transportation Improvement Program (TIP). Through the TIP Task Force, the Transportation Council is developing methods to streamline paperwork, simplify TIP amendment procedures, and simplify the TIP project evaluation process. This work will continue through the 2024-2025 UPWP. The TIP is updated once every three years and that process will be undertaken in 2024-2025, requiring more staff time in the UPWP than in TIP maintenance years.

The Transportation Council maintains a list of federal funding opportunities and resources on its website, shares grant opportunities with its member agencies, and facilitates conversations between potential sponsors toward the development of application partnerships necessary for smaller communities to be competitive in the federal discretionary programs.

2) Benjamin MacKrell – Submitted via Online Survey on 2/16/24

Comment: I would love to see more complete corridor re-envisioning like the Route 4 Study. Something like Rt 5 Central Ave should be redesigned as a complete street transit corridor from downtown Albany all the way to downtown Schenectady. Adding dedicated transit ROW's, bike lanes, tree cover, improving sidewalks, as

well as reducing the size and quantity of driveway curb cuts will improve the quality of life in dozens of communities. Other great candidates for this re-envisioning are intercity pairs from Rt 9, Rt 20, Rt 7..

Response: The Transportation Council has made a significant investment in corridor studies like the Route 4 study through its Community and Transportation Linkage Planning Program and through some larger, regional initiatives. The Route 5 corridor study was completed in 2001 and communities along the corridor have since updated or refreshed that original plan. The City of Albany will be implementing a road diet project on Central Avenue between North Allen Street and Henry Johnson Boulevard in 2025. The 2024-2025 UPWP includes funding for a Linkage Program planning study along Central Avenue in the Town of Colonie from New Karner Road to the Niskayuna Town Line. To learn more about planning studies completed through the Linkage Program, visit our interactive map at:

<https://cdta.maps.arcgis.com/apps/webappviewer/index.html?id=8a0a40b5792743bfb5cd396a373f4b1d>

3) Andrew Millspaugh – Submitted via Online Survey on 2/26/24

Comment: Strongly support efforts to fund and enhance complete street projects to make cycling a viable option to commute. As an example, Route 7 from Schenectady to Latham would be an ideal biking corridor for those who live and work along it. Currently, Route 7 is set up to support through traffic for commuters bypassing i90 from 890 to 87. Route 7 is too dangerous to support cyclists. This is not unique to Route 7 and is common around the capital district. Cyclists will use roads if the roads are set up to safely coexist with cars.

Response: The 2024-2025 UPWP includes funding to study Route 7 from the City of Schenectady line to the Town of Colonie line in the Town of Niskayuna. The goal of the study is to assess complete streets treatments, including bicycling facilities. In addition, the preparation of a Regional Vision Zero Safety Action Plan will begin in 2024.

4) Anonymous – Submitted via Online Survey on 2/26/24

Comment: Too many car infrastructure projects, not enough projects around building up Transportation Alternatives in the Capital Region. These alternatives should (must) be a priority over personal vehicles if we have any hope to build a resilient area for our future and our childrens' future.

Response: Planning funds in the Transportation Council's UPWP are used to develop transportation plans and project concepts that include mobility options for all users. Our current regional transportation plan, New Visions 2050, has as a foundational principle the goal to increase access to transportation choices like transit, walking, or bicycling throughout the Capital Region. That principle is a key requirement of our Community Planning/Linkage Program planning work, through which most community based plans are funded. The 2024-2025 UPWP also calls for the development of a regional Complete Streets policy and a Regional Vision Zero Safety Action Plan.